

AUTOMATION and unemployment

STARTING IN THIS ISSUE: A SERIES OF VITAL CONCERN TO EVERY TEAMSTER.



4 minutes and cents

will help protect your job

FOUR MINUTES. That's all you'll need to write a note to your two Senators and your Congressman explaining that, as a Teamster, you are anxious to see them support S. 1197 and H.R. 5937.

A FOUR-CENT stamp will deliver your letter to Washington, where it might help win the support necessary to pass laws to end destructive, discriminatory rate-cutting which threatens Teamster jobs.

SEND your letters to your two Senators to: Senate Office Building, Washington, D. C. The letter to your Congressman should be addressed to: House Office Building, Washington, D. C.

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THE INTERNATIONAL Teamster

DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume 58, No. 5

May, 1961

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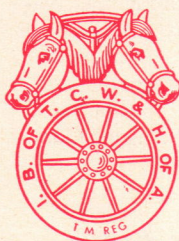
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The International Teamster has a monthly circulation of 1,321,000 and an estimated readership of 3,510,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:

Teamsters Union, Office of Public Relations and Publications,
25 Louisiana Ave. N. W., Washington 1, D. C.

Jake McCarthy, Director; Sam Portwine, Assistant.

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Toronto Local Signs Contracts

Teamsters Local 647 in Toronto, Ontario, whose charter was recently amended to include bread drivers as well as milk drivers and dairy employees, has signed contracts with the five major baking companies in the Toronto area, and reached first contracts with bakeries in the out-of-town areas of Kingston, Orillia, Gravenhurst, Barrie, Midland, Parry Sound and Owen Sound, President S. Powers announced last month.

Powers reported that the signing of the Toronto bakery contracts "has given us a common expiratory date which is the first step towards reaching an area agreement in the bread industry" in that area.

Stamps to Honor Apprenticeship

The Post Office Department is expected to issue a special stamp early next year, honoring and encouraging the preservation of apprenticeship in skilled union trades.

Teamster President James R. Hoffa has endorsed the issuance of such a stamp. It is part of a 25th anniversary program sponsored by the Idaho Federation of Labor, which he has also endorsed.

The program, and the stamp, would commemorate the 25th anniversary of the enactment of the National Apprenticeship Act, which established the Department of Labor's Bureau of Apprenticeship and Training.

A delegation, headed by Senator Frank Church of Idaho and Representatives Gracie Pfof and Ralph

Delegate Elections

Delegates to the 18 Convention of the International Brotherhood of Teamsters were being selected in all parts of the country as this issue went to press. The convention to elect national officers and pass on other business of the union will begin July 3 in Miami Beach, Fla.

Nomination of delegates was completed April 16 and election of delegates by secret ballot must be completed by May 21. A total of 2,111 delegates will be elected, with the number of alternates left to the discretion of the local unions.

Harding of Idaho, met recently with Postmaster General Edward Day and his special Assistant, J. F. Kelleher.

Several volumes of petitions and resolutions from management, labor, public officials, and joint apprenticeship committees throughout the Nation urging the issuance of such a stamp were presented. Postmaster General Day told the group the matter will receive serious consideration by the Citizens' Stamp Advisory Committee.

Ash Can for Non-Union Smokes

Among the items which several hundred visitors to the Detroit Union Industries Show saw last month at the Tobacco Workers International Union exhibit was a large ash can.

It was crowded to the top with partly-full packs of non-union cigarettes. The Tobacco Workers Union exchanged union-made cigarettes for any non-union Camels, Winstons, Salems or Cavaliers.

Each year many union members learn that these products of the R. J. Reynolds Co. are not union made and that there are many other good union cigarettes they can smoke.

The T.W.I.U. gave away 250,000 sample cigarettes at the show, and thousands of directories listing union-made tobacco products, calendars, rain caps, "Back Seat Drivers" licenses, memo-address books and other items.

Most of the major cigarette brands are union made by T.W.I.U. members. They include Raleighs, Viceroy, Kools, Philip Morris, Marlboro, Parliaments, Commander, Alpine, Lucky Strike, Pall Mall, Hit Parade, Chesterfield, Fatima, L & M, Kents, Newport, Old Gold, Herbert Tareyton, Spring, Spud, Embassy and Oasis.

Veteran Calif. Teamster Dies

Veteran Teamster brewery worker William Rapp died March 22 in Pacima, Calif., at the age of 68. Rapp started as an apprentice in Matthews Brewery in Los Angeles 51 years ago. After the brewery strike of 1910-11, he was initiated into the union and with the exception of the "dry time," he worked in breweries on the Pacific Coast until his retirement in September, 1959.

Truck Tonnage Dips Over 6%

The American Trucking Association announced last month that intercity truck tonnage in the week ended April 1, was 6.6 per cent less than that of the corresponding week of 1960 and was less than one per cent ahead of the volume for the previous week of this year—up 0.3 per cent.

These findings are based on the weekly survey of 34 metropolitan areas conducted by the ATA Department of Research and Transport Economics. The report reflects tonnage handled at more than 400 truck terminals of common carriers of general freight throughout the country.

ATA made no mention of what the railroads' selective-rate cutting campaign contributed to the tonnage decrease.

Congress In The Current Crisis

PRESIDENT Kennedy's first 100 legislative days have ended. There are mixed opinions as to how successful he has been in putting his program across in Congress.

The President upon taking office immediately set out to stimulate the nation out of its worst recession since the Great Depression of the 1930's. He proposed to do this by increasing the purchasing power of consumers so that they could afford to buy the products of industry, and simultaneously, by getting as many of the nearly 6,000,000 unemployed workers as possible back to work.

FOUR LEGISLATIVE proposals were submitted to Congress as a primary anti-recession program. They included: extending unemployment benefits to unemployed workers, providing Federal financial aid to dependent children of unemployed workers, enacting a \$390 million Federal program for redeveloping depressed areas, and increasing the Federal minimum wage and expanding its coverage to several million more working people.

Three of these four legislative proposals have been passed by Congress. Actually only two were of a controversial political nature. They are the minimum wage and depressed areas proposals, and they have provided the biggest surprises of Kennedy's 100 days.

The satisfying surprise was the relative ease with which Kennedy forces put the depressed areas program through Congress. The disappointing surprise was the extremely negative reaction and defeat of Kennedy's minimum wage proposal in the House. Much of the responsibility for this lies at Kennedy's feet, but it appears that Democrats and liberal Republicans in the Senate will come to the rescue.

On the basis of these four proposals, it would appear that Kennedy's first 100 days have been successful. Nevertheless, the Teamsters Union and the AFL-CIO are in general agreement that his proposals were too moderate, even bordering on conservatism. We still insist that they will do very little toward getting any substantial number of the nearly 6,000,000 unemployed back to work.

WE HAVE WORKED very hard on two legislative proposals that affect Teamster members. First are, the Bartlett-Moulder bills—S-1197 and H.R. 5937. These bills would amend the Interstate Commerce Act to put an end to the selective rate-cutting by the railroads. Already the railroads' invasion and piracy of trucking business has cost nearly 10,000 Teamsters their jobs.

Secondly, we have been opposing President Kennedy's unfair program to finance Federal highway construction. He proposed that Congress levy taxes on the trucking industry that would have driven a majority of trucking companies into bankruptcy. Trucking companies are already paying more than

their share of the costs of the Federal highway program.

On these two legislative fronts we have had some success. In the first area, the Senate Interstate and Foreign Commerce Committee has scheduled hearings on S. 1197 (the Bartlett bill) on May 11-12, and we will appear to testify for enactment of the bill.

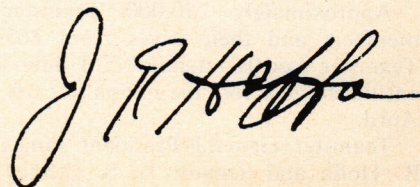
ON THE SECOND legislative-front, the House Ways and Means Committee modified the Kennedy proposal to tax truck transportation out of existence. The bill reported out by the Committee is by no means fair to the trucking industry. It continues the Kennedy theme of unfair taxes on the trucking companies, but it is a bill that the truckers perhaps can live with. It remains to be seen just how many shippers will go over to the heavily-subsidized railroads because of lower freight rates. This in turn will determine how many Teamster members will be adversely effected. Much depends on whether or not the Interstate Commerce Commission will stop granting selective rate reductions to the railroads.

In other areas Kennedy has promised a Forand-type medical care program for older citizens, a Federal aid to education program, and common situs picketing legislation, in addition to the yet-to-be-passed minimum wage bill.

It appears that there will be no medical care program for the elderly this year. Federal aid to education may yet pass, but right now its prospects for passage are dim because it is involved in the controversy of Federal aid to parochial schools. Common situs picketing would have a much better chance of passing Congress, but more dissension in the AFL-CIO threatens to kill it, despite Kennedy's all-out support for the bill.

MINIMUM WAGE legislation is now in conference between House and Senate conferees. The Senate passed a bill along the moderate lines recommended by Kennedy. It is hoped that the Senate conferees will be able to amend the House bill to provide for the bill that Kennedy wants.

Certainly, the crisis in our foreign affairs and the crisis of unemployment and suffering on the home front present challenges to the Congress which are indeed formidable. The times call for strong leadership, and above all, a sense of responsibility in the Congress if this nation is to continue in its course of greatness.





Packed hall gathered in Detroit to hear message on S. 1197.

Hearings Set on S. 1197

Fight for Jobs Gains Momentum

THE SENATE Interstate and Foreign Commerce Committee announced late last month it would hold hearings on S. 1197 May 10-11. The announcement came in the wake of the nationwide program kicked-off by Teamster members to urge Congress to amend the Interstate Commerce Act to protect the trucking industry from railroad invasion and piracy.

Approximately 250,000 Teamster members and their wives from 265 Teamster Locals attended 226 different meetings across the nation in early April.

Teamster General President James R. Hoffa and Senator A. S. (Mike)

Monroney of Oklahoma, a member of the Senate Interstate and Foreign Commerce Committee, were the headliners at each of the meetings.

Hoffa spoke to 173 of the meetings via a national telephone hook-up, and was heard on a tape recording at the other 53 meetings. The Chesapeake and Potomac Telephone Company called the telephoned speeches the biggest single telephone operation ever recorded in the United States.

Senator Monroney was presented at each of the 226 meetings in a filmed interview with Sidney Zagri, Teamsters legislative counsel. Monroney, along with Senators Vance

Hartke of Indiana, Ralph Yarborough of Texas, and Norris Cotton of New Hampshire, is a co-sponsor of S. 1197, which was introduced by Senator E. L. (Bob) Bartlett of Alaska.

A bill identical to the Bartlett bill (S. 1197) has been introduced in the House by Congressman Morgan Moulder of Missouri. The Moulder bill is identified as H.R. 5937.

These bills would amend Section 15a(3) of the Interstate Commerce Act to prevent the Interstate Commerce Commission from approving the selective-destructive rates that the railroads are seeking, and have been receiving.

Teamster officials charge that the ICC's false interpretation of Section 15a(3) violates the law. The ICC has relied on this section to approve the railroads' selective rate-cutting program, which has been used to invade and pirate the trucking industry's business.

The Bartlett-Moulder bills would clarify and emphasize the intent of Congress when Section 15a(3) was added to the Interstate Commerce Act in 1958.

Bartlett explained the original intent of Congress when he introduced his bill. "In approving Section 15a(3), it was our (Congress') understanding that we simply were saying that rate reduction proposed by one mode of transportation should not be held up arbitrarily for the sole purpose of holding an 'umbrella' over another mode of transportation."

Despite this intent of Congress, Bartlett said that the ICC and the railroads have "interpreted (this) section as a declaration of open season for widespread and destructive rate slashing."

Teamster President Hoffa told each of the meetings that they must begin a massive letter-writing campaign to members of Congress. He urged Teamster wives to organize into groups to contact the main street merchants, and all other businessmen who depend on Teamster families for their livelihood to assist in getting the Interstate Commerce Act amended. Plan on a motorcade to Washington in case it is necessary, he urged.

"Your International charges," said Hoffa, "that the ICC has unfairly favored the railroads"

"1. In permitting selective rate reductions.

"2. In permitting the railroads to raise their rates on non-competitive commodities; therefore having the shipper of these commodities pick up the tab on the cut rate.

"3. That this practice, as permitted by the ICC constitutes a serious threat to "balanced competition" among all modes of transportation. This is a direct violation of the National Transportation Policy.

"Senate bill S. 1197 is not directed against Piggybacking," he added. "We are not opposed to regular *piggyback*. We are opposed to *monopoly*. This bill is designed to correct the evil of selective rate cutting which uses piggybacking to justify a rate which is actually below the fully-distributed cost to the railroads."

Hoffa said that the ICC is permitting the railroads to ship a commodity without regard to its value or classification. For this reason, as an example, the railroads ship a Cadillac for less per hundred weight than coal. Historically, the rate on finished products was always double the rate of the unfinished products, he declared.

In April 1958, the railroads embarked on their program of rate reduction. In reviewing 104 cases before the Commission from 1958 to 1959, it was found that in not one single instance was there a competitive necessity to reduce the rate.

The motive for rate reduction was frankly admitted by the General Counsel for the Baltimore and Ohio Railroad who stated: "*We are publishing rates to hurt motor carriers. We are trying to take their traffic.*"

New ICC Member Questions Bias

Interstate Commerce Commissioner John Bush indicated last month that he does not agree with the interpretation placed on Section 15a(3) of the Interstate Commerce Act by his fellow Commissioners on the ICC.

Bush and William Tucker were approved by the Senate Interstate and Foreign Commerce Committee, and sworn-in as the newest ICC members in early April.



Bush

During Senate hearings on their nominations, Bush told the Committee that he had received "40 or 50 wires and letters from truckers (Teamster members) and their wives" expressing dissatisfaction with the ICC's interpretation of the controversial Section 15a(3) of the Act.

This section provides: "Rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation, giving due consideration to the objectives of the National Transportation Policy."

Senator Warren Magnuson of Washington, chairman of the Committee, asked, "Don't you agree that if rates are destructive to another mode, they shouldn't be allowed?"

Commissioner Bush replied that he agreed.

Senator Frank Lausche of Ohio demanded to know whether the wires and letters appeared to come from a central source.

Bush replied that they did not. He said they came from owners of one or two trucks, and came from different parts of the country.

Bush comes to the ICC after serving as Ohio's Director of Commerce. He is president of two business and tax consulting firms in private life.

Tucker is a native of Massachusetts. He has been practicing before the ICC and other Federal and state regulatory bodies for the past 10 years.



Battery of equipment in background channelled Teamster President James R. Hoffa's telephone address to 119 cities—reaching 250,000 persons—urging support for S. 1197.

We want the rates to have an adverse affect on the truckers."

Hoffa charged that the present ICC policy destroys Teamster jobs. Last year over 500,000 trips were lost by our members in the truckaway industry alone. This is only a small segment of over-the-road trucking being threatened.

Last year over one million trailers were shipped by piggyback. A large percentage of these were owned by the railroads and leased to the shipper. This was attractive to the shipper because it resulted in the destruction of rates on numerous commodities filed with the Commission, he said.

"If this policy of the ICC remains unchecked, next year we will see two million trailers shipped by piggyback, until most of long haul and even medium haul trucking will be eliminated. This unbridled drive for monopoly power by the railroads can only be checked by legislation," Hoffa concluded.

The hearings on S. 1197 will be conducted by Senate Subcommittee on Transportation, under the chairmanship of Senator Monroney. The hearings are expected to last two days, perhaps three.

Teamster members who have been forced into the ranks of the unemployed will testify. Other witnesses will include expert transportation consultants, trucking company officials, representatives of the American Trucking Associations, and Teamster officers and staff members.



E. J. Robillard, Secretary-Treasurer of Teamsters Local 95 in Kenosha, Wisconsin, conducted the meeting of 500 Teamster members and wives as part of the April 9 nation-wide program.



Intent expressions indicate interest of members as they hear reasons for backing S. 1197 to assure fair competition in transportation industry.

S. 1197 Not 'for' Anybody, But Is in National Interest, Hartke Says

Senator Vance Hartke of Indiana told his colleagues in the Senate last month that S. 1197 is neither pro-trucker nor pro-railroad—it is a "pro-national transportation."

Hartke is a co-sponsor of S. 1197, which would amend Section 15a(3) of the Interstate Commerce Act. It is this section of the Act that the Interstate Commerce Commission relies on to grant the railroads their selective rate-cutting program.

Hartke said the bill he is co-sponsoring with Senator E. L. Bartlett of Alaska and three other Senators, "is not anti- any mode of transportation. Substandard rates do not create advantages for any carrier. They deny the carriers revenue to which they are entitled for service they provide. They deny competitors revenue because of destructive competition."

Hartke said he co-sponsored and supports S. 1197 because it would do the following:

- Clarify Section 15a(3) which deals with competitive rate-making so that the intent of Congress in passing the National Transportation Act in 1958 would be carried out.

- End destructive rate practices of various modes of transportation which have arisen since the 1958 Act was passed.

- Provide more just compensation to all forms of transportation by

setting rates to consider value of service they perform.

"S. 1197," he said, "is intended to supplement the National Transportation Policy and restore this Policy as the guiding standard by which all decisions relative to competitive practices in transportation are judged. In other words, the intent of the bill is to be fair and impartial.

"In competitive transportation rate-making there is a policy and pattern established from years of experience. Where carriers have been allowed to deviate from historical concepts of making rates, gains have been short term and short-lived," he said.

"When a carrier sets an all-freight rate that is unreasonably low it is open to abuse which is damaging to the carrier who moves the freight at a less satisfactory compensatory rate. It is also damaging to other competing modes of transportation."

Although Hartke made no mention of the railroads' invasion and piracy of the car-hauling business, it was clear from his speech that he was referring to the railroads.

With the cooperation of the ICC, railroads have used Section 15a(3) to advance a selective-destructive rate-cutting program. Approximately 10,000 Teamster members have been forced out of work, by the ICC-railroad combination, and many trucking companies are on the verge of bankruptcy.

Irate Teamster Walks to Capital

Russell Perrine is a Teamster and a truck driver, and he is on his way to Washington, D. C. But he is not driving his truck—he is walking the entire 1,000-mile journey.

Perrine is a member of Teamster Local 41, and up to recently had been employed by Dealers Transport Company, hauling automobiles back-and-forth and up-and-down the Mid-western states. Today he is among the unemployed, and that is why he is on his way to see President Kennedy and Secretary of Labor Arthur Goldberg.

He intends to present his protest against the railroads' selective rate-cutting directly to the President. Perrine and other Teamster members and officials have charged that the Interstate Commerce Commission discriminates against the trucking industry by approving the railroads' destructive and selective rate applications.

Perrine points out that his unemployment is not due to the economic recession that has forced so many out of work. It is because of the ICC's favoritism for the monopoly-minded railroads, who seek to destroy the truckaway companies.

The Kansas City Teamster left for Washington on April 2. He expects to cover about 30 miles each day, and arrive in the nation's capital in about 42 days. He will meet with Teamster members along the journey, and will be officially welcomed by Teamster members in Washington. They will escort him to the White House.

Perrine's wife does not look upon the trip with wholehearted support. However, she said, "If this is what it will take to get the men back on their jobs, then I'm willing for him to go."

Although the trip will have its rigors, Perrine has seen rigorous action before. He was a member of the Seventeenth Infantry Regiment in the Korean War, and holds a Purple Heart.

Magnuson Calls on ICC to Return To Mandates of National Policy

Senator Warren Magnuson, Chairman of the Senate Interstate and Foreign Commerce Committee, last month called on the Interstate Commerce Commission to return "to the fundamental policy mandates of the National Transportation Policy."

The Washington Democrat called the "policy mandates" as sound today as the day they were written. "It is my expectation that in the next few weeks," he said, "they will be re-established as framework for communication, information and joint effort between the transportation industry, Congress and the ICC."

Speaking to the Western Highway Institute meeting in Phoenix, Arizona, Magnuson declared, "This country does not now have one *healthy* mode of transportation." He said that the people charged (ICC) with doing something about transportation "until the last few months have been in a slumber."

"No less an authority," said Magnuson, "than the National Transportation Policy says the ICC Act is to 'foster sound economic conditions in transportation and among the several carriers.'"

Magnuson continued, "Today—21 years after these words were written—we find:

- "1. Coast-wise and inter-coastal carriers practically defunct."
- "2. Trucklines realizing so little out of their money that continued operations and capital replacement is jeopardized."
- "3. Railroads requesting a Federal emancipation proclamation as a result of low earnings."

"The last time the ICC made any policy approach to the issue was in the New Haven case in 1954. Today, seven rapidly changing years later, we find a tremendous dislocation in our vital trucking system."

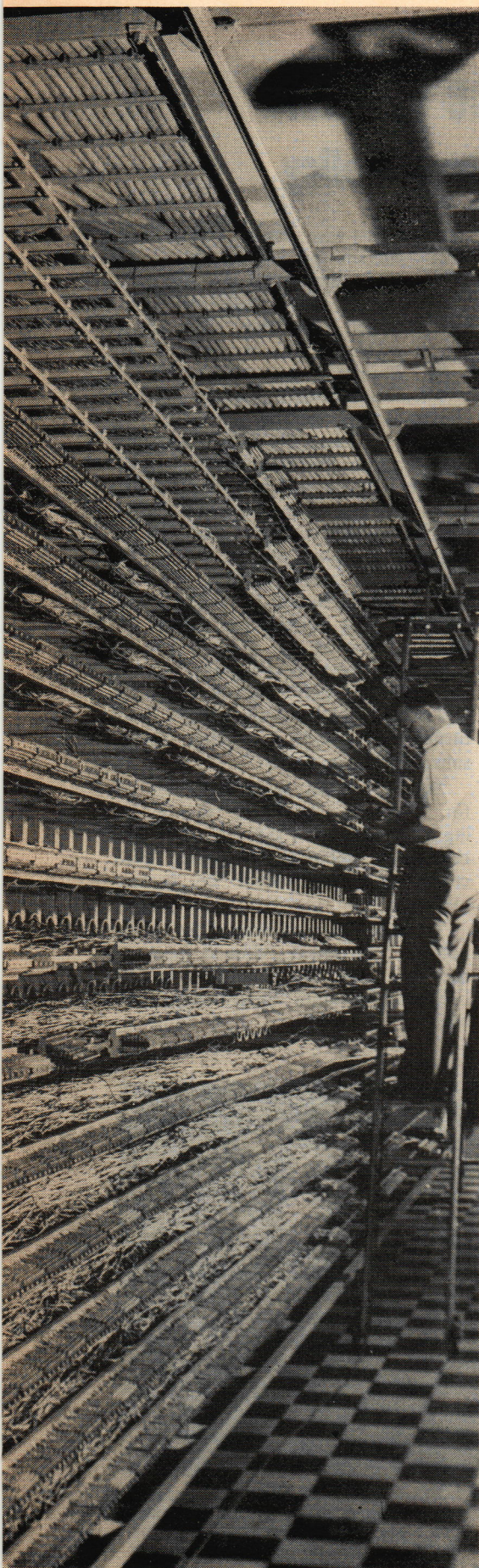
Magnuson made it clear that he was not in opposition to technological advances that further the public interest. However, he pointed to the railroads piggyback program, stating that careful study, skillful planning and clear policy guidelines could have turned this "costly revolution into a sane, orderly evolution."

"Many excuses have been offered for inaction." He listed, "the lingering recession of 1958; the complex regulatory decisions; increased rate competition, dependence on carrier initiative."

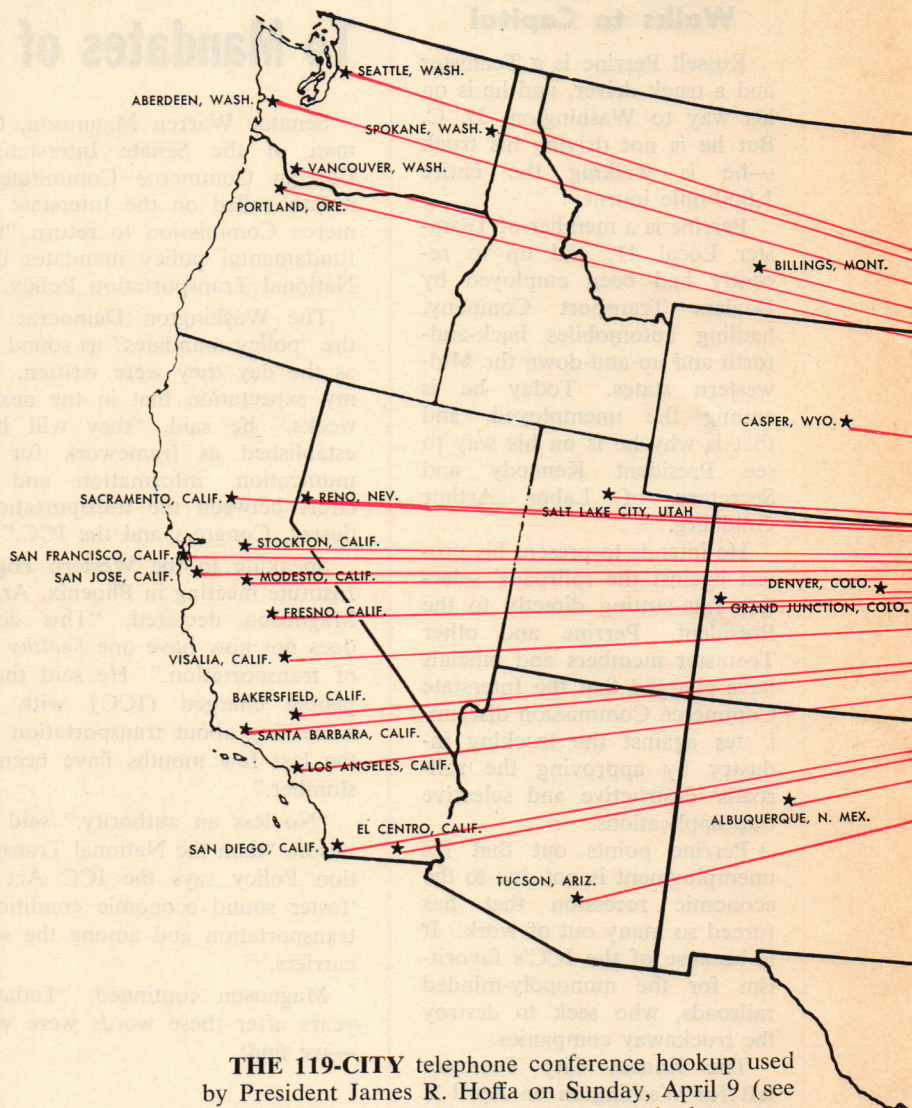
"If these are valid excuses for doing nothing," he stated, "then it must be reasoned that the country can sit back and wait until the problems blow over."



SID SEARS, NICK VANORE and JOE COLONA prepare to apply the bumper stickers to their trucks. All 3 are members of Teamster Local 107 in Philadelphia which along with 265 Teamster Locals are part of a nation-wide campaign to pass S. 1197 which will amend the Interstate-Foreign Commerce Act to prevent the railroads from destroying the trucking industry.



250,000 Reached



THE 119-CITY telephone conference hookup used by President James R. Hoffa on Sunday, April 9 (see story) to contact 250,000 members was the largest on record, according to the telephone company.

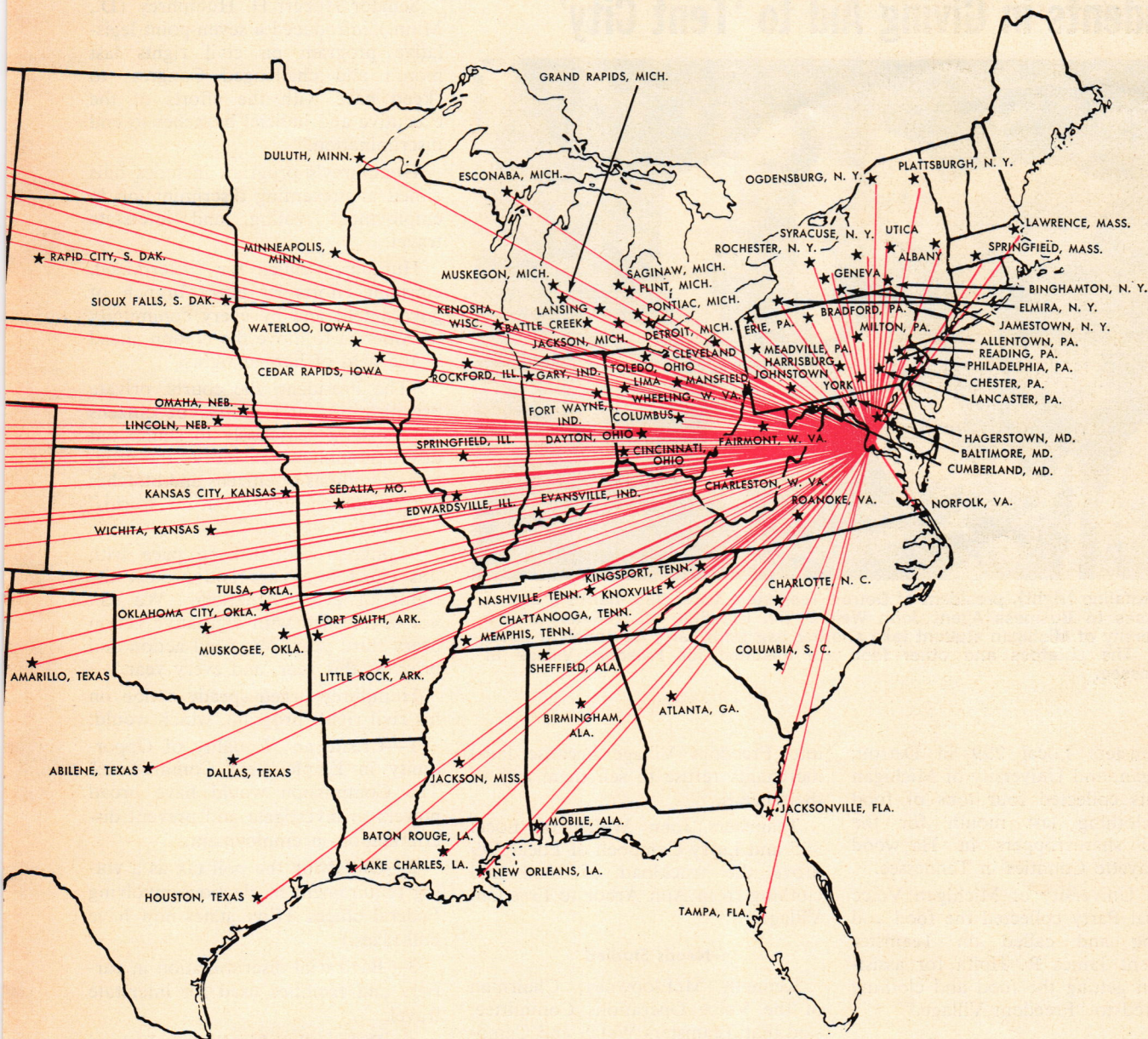
Hoffa delivered eight separate telephone messages of approximately 10 minutes each, between the hours of 10 a.m. and 2 p.m., speaking from his office in Washington. Up to 20 cities were routed in on each call. Each message was taped for possible playback to any city where original transmission over loudspeakers may have been missed, but none was reported.

Total cost to the International Union for long distance charges and arrangements was merely \$530. An approximate charge of \$60 was also made in each location for setting up loudspeaker receivers, paid by the local unions or joint councils involved.

The mechanics of setting up the record-breaking call were as follows:

Following notification that the IBT desired to set up a conference call to some 170 cities, the Chesapeake

In Biggest Telephone Hook-up



and Potomac Telephone Co. in Washington, D. C., sent teletype messages to 47 localities throughout the Bell Telephone System, requesting them to contact local unions and arrange for amplifiers and loud speakers to be installed at meeting locations. Information was included concerning time of conference, with regard to time zones, and a testing time was set for April 7.

Each company coordinator across the country contacted William H. Boucher, service engineer, advising of telephone numbers to be used, and location of meetings. Some locals joined together to receive the

message, which reduced the total points to be contacted. A total of 119 points was finally agreed upon.

Bell System traffic departments were alerted around the country to make plans for conference equipment and sufficient personnel in the eight cities which were to be the control centers for the conference.

On April 7, a microphone and amplifying equipment were installed in IBT headquarters and a test was made to each conference point.

An estimated 250,000 members and their families were reached via this method.

Teamsters Join with University Students in Giving Aid to 'Tent City'



Bill Bufalino (right), president of Detroit Teamsters Local 985, hands a bag of potatoes to Business Agent John Welch. Bill Bufalino, Jr., (center) and a University of Michigan student take another bag from Larry Campbell of Local 299. The potatoes and other food are destined for Freedom Village in Tennessee.

Teamsters Local 299 in Detroit, Michigan, and University of Michigan students collected four tons of food and clothing last month for the evicted sharecroppers in Haywood and Fayette Counties in Tennessee.

The University of Michigan Voice Political Party collected the food and clothing and called on Teamster President James R. Hoffa for assistance in getting the food and clothing delivered to "Freedom Village."

Cooperate Nation Over

Hoffa has announced that the Teamster locals all over the nation will cooperate and assist in delivering food and clothing to the Negro families at Freedom Village who are being punished for registering and voting in the 1960 election.

There are approximately 700 Negro families who are living in crude tents and have been faced with virtually a total economic boycott since the November elections.

Every pound of food and every gallon of fuel must be transported

into Freedom Village because local merchants refuse to sell them any of their needs.

Teamsters John Welch of Local 985 and Larry Campbell of Local 299 drove the truckload of food and clothing from Ann Arbor to Freedom Village.

Needs Studied

Kenneth McEldowney, Chairman of the Voice Operations Committee, said that Teamsters Welch and Campbell would make a survey and report on what the present needs are at Freedom Village.

"If displaced tenant farmers want other necessities besides food and money now being collected, we will adapt our campaign to meet their needs," he said.

"We intend to continue the drive as long as there still exists unsatisfied needs on the part of the sharecroppers.

"We have been assured by Mr. Hoffa that the Teamsters will make future deliveries for us," he said.

7-Point Rights Program Asked

Senator Hubert H. Humphrey (D., Minn.) introduced a seven-point legislative program on civil rights last month and challenged Congress to "keep pace with the efforts of the executive and judicial branches to end discrimination."

Humphrey's program includes bills aimed at preventing discrimination in employment, voting, and interstate travel.

Humphrey called for "determined, constant efforts by every branch of government and by every community in America to move the Nation ahead in the field of human rights."

"The President, the courts, private organizations and groups of citizens are working ceaselessly to stamp out discrimination which blocks the progress of millions of citizens and blotches our reputation throughout the world," he said.

"Congress should keep pace with this effort to secure and protect the rights of every American. We can not be satisfied with legislative action every third year. We need action and progress this year, and every year."

Humphrey urged speedy action on his civil rights program, which would:

1—Create an "Equality of Opportunity in Employment Commission." The Commission would have broad powers to investigate and prevent discrimination in employment.

2—Outlawing the poll tax as a voting requirement in elections involving Federal offices. (Five states now have poll taxes.)

3—Bar racial discrimination in carriers and facilities used for interstate travel.

4—Define "lynching" as a Federal criminal offense with severe penalties.

5—Extend indefinitely the United States Civil Rights Commission. (The Commission would expire, under present law, on November 8 of this year.)

6—Strengthen several criminal civil rights statutes and provide additional civil remedies to persons deprived of civil rights.

7—Extend to all members of the Armed Forces protection against bodily attack now afforded to Coast Guard personnel. Attack on any serviceman in uniform would be a Federal offense.

New England Talks

Major negotiations covering freight locals in the New England area were still under way as this issue went to press. The New England Freight Contract expired April 11 but was extended by agreement of the parties in an effort to reach a harmonious settlement.

17 Locals

IBT General President James R. Hoffa and International Vice President Thomas E. Flynn, chairman of the Eastern Conference of Teamsters, are heading the negotiations, along with Teamster leaders from the New England area.

The contract covers 17 local unions in Massachusetts, Connecticut and Maine.

Gene San Soucie, Official of Central Conference, Killed in Airplane Crash

Gene San Soucie, official of the Central Conference of Teamsters and a veteran Teamster leader in the mid-west, was killed April 28 in a tragic airplane accident.

San Soucie, recording secretary of the Central Conference of Teamsters and president of the Indiana Conference, was killed when his private airplane crashed near Louisville, Ky. He held a private pilot's license and frequently flew his own plane, both on business and as a hobby.

In addition to his state and area posts, San Soucie was president of Teamsters Local 135 in Indianapolis, Ind.

A second occupant of the plane also died in the crash. He was a 22-year-old representative of an airplane manufacturer.



Gene San Soucie

Keating No. 1 Seat Belt Crusader

First participant in the "Women's Crusade for Seat Belts" was Senator Kenneth B. Keating, Republican of New York, who received his Crusade card in late April.

Mrs. E. Lee Ozbrin, president, General Federation of Women's Clubs presented the card at an Arlington, Va., motor company, where the seat belt installation was made. Senator Keating told those attending the ceremony he had seat belts installed "a long time ago" in his automobile which he operates in Rochester, N. Y.

The Senator commented:

"Studies indicate that regular use of seat belts helps reduce the possibilities of disfigurement, disablement, and death in traffic accidents. I hope all Americans will join in the year-long Crusade to help achieve the goal of 'a million and one in '61'."

Senator Keating congratulated sponsors of the Crusade—the General Federation of Women's Clubs and the Auto Industries Highway Safety Committee—on their combined efforts to encourage drivers to install and use seat belts.

According to the National Safety Council, a motorist's chances of being killed are five times greater if the



victim is thrown from the car in an accident.

The Safety Council also stresses that seat belts are just as important

in city traffic as on the highway. More than half the accidents causing injury or death, the Council says, involve speeds of less than 40 miles an hour.

Automation Challenge Must Be Met

"The unemployed are not going to go out in the streets and die. This nation must do something for them."

IBT executive vice president Harold J. Gibbons last month set this forth as the foremost order of business for the United States in the face of growing unemployment and shrinking job opportunities resulting from automation.

He told a subcommittee of the House of Representatives that collective bargaining can only go so far in meeting these problems, and urged creation of a National Commission on Automation Unemployment to devise an orderly course of technological progress.

"If we can develop crash programs for missiles and the exploration of outer space, we can and must plan to solve the problems flowing out of automation," Gibbons told the House Subcommittee on Unemployment and the Impact of Automation. "We must devise and develop tools to wipe out the spectre of chronic unemployment, the sentence of economic death. Our nation faces no challenge so great."

He told the subcommittee that the Teamsters Union has no quarrel with automation or other forms of technological progress when they are developed fairly and equitably. "Automation is not the problem," he said. "The problem is what we do with the fruits of automation."

"Workers have a right to a fair share of the fruits of the nation's expanding productivity. Unless workers' buying power advances as productivity increases, the economy will produce more than consumers can buy. Economic prosperity can be assured only if wages continually rise as the nation's productive power expands. We do not have enough millionaires in this country to buy the products of our industry."

He declared that "we must shift our thinking from an economy of scarcity to an economy of abundance. Let us gear our policies for full production, not under-utilization of capacity and facilities. Let public investment join private enterprise in supplying peoples' needs. A booming economy is needed to keep everyone—except the frictionally unemployed—at work. Let

Body Sought To Lift Economy

Rep. Elmer Holland (D., Pa.) has introduced a bill in Congress calling for the creation of a Commission on Continuing Prosperity to help solve the problems of automation-caused unemployment. The bill, H.R. 1776, received the endorsement of IBT executive vice president Harold J. Gibbons in his appearance before Holland's subcommittee last month.

Among the duties of the commission would be to study problems arising from the economic dislocation of workers and industries as a result of automation; to formulate legislation designed to utilize the unemployed manpower of the nation; and to determine basic policies to alleviate depressed areas and assist industries which have encountered economic difficulties.

us make a reality of the Employment Act of 1946."

Gibbons urged that a National Commission, composed of representatives of labor, industry, educators and the public, consider the following measures "as a minimum":

Strengthening and broadening unemployment insurance coverage so as to meet the most pressing immediate financial needs of the displaced worker and his family.

Lowering retirement age under Social Security.

Redeveloping depressed or declining areas.

Raising the minimum wage.

Operating training centers in conjunction with our schools and State Employment Security offices to provide job training for young workers coming of age and for men displaced by technological change, to adapt them to the shifting job trends and occupational qualifications.

Granting relocation subsidies and other security guarantees to workers permanently displaced by reason of technological changes.

Strengthening the public employment service.

Reviewing our tax and monetary policies to assure that they are stimulating economic growth and job-creating potential.

The subcommittee, headed by Rep. Elmer Holland (D., Pa.), was reminded that the Department of Labor expects the labor force to increase by 13.5 million between 1960 and 1970, as compared to 8.9 million in the previous decade. "At the present time," Gibbons asserted, "there is nothing to indicate that enough jobs will be available in the next decade. Only recently Secretary of Labor Goldberg stated that the economy must provide 10.5 million new jobs next year for the country to achieve full employment."

Gibbons pointed out that attention has been focused on unemployment in the recession periods (four such periods in the 1950's), but the rising level of unemployment in the non-recession periods has been frequently overlooked. He called this "structural" unemployment, primarily related to automation or changing technology.

For example, he said, a study of so-called "normal" periods shows the following rise in unemployment figures: Early 1951 to Late 1953, 3.1%; Mid-1955 to Mid-1957, 4.2%; Early 1959 to Mid-1960, 5.3%.

He said "it is obvious that only increased economic growth can provide enough jobs for an increasing work force in our economy where day-by-day, greater production is turned out by fewer workers."

The subcommittee heard the IBT vice president state that "as trade unionists and as Americans, we consider human beings and human welfare more important than efficiency. The welfare of our people is an integral part of our economic progress. At the same time, we must recognize that people without jobs cannot provide a market for the products or services of automated industry."

"We believe that it is unjust and anti-social to make workers shoulder the entire burden of 'efficiency' or technological change. No technological change which is at the expense

of workers is true technological progress. We cannot afford to sell out human values simply to get more efficiency.

"In essence, what we are asking for is a high degree of social responsibility by industry as well as by government. It is the apparent conflict between economic efficiency and social justice which our society must solve if we are to avoid economic and social catastrophe."

Pointing out that leading spokesmen in industries employing Teamster members have praised the union for its cooperation in achieving efficient operations, Gibbons declared that "we do not resist automation, but we want to cushion its effect on labor. We wish to alleviate the employment opportunities, earnings and work conditions of those retained on the job."

It is not as easy for the Teamsters Union as it is for some other unions to trace accurately the effects of automation upon unemployment among IBT membership, due to the diversity of industries in which the union has membership. But, he said, it is fair to conclude that mechanization and technological advances have outstripped the creation of new jobs.

Increased weight and size of trucks and mechanical equipment have increased the productivity of the individual driver, and in warehousing, new techniques have been adopted which make operations at new warehouses largely automatic. (See special report, page 14).

He pointed out that even the National Association of Manufacturers concludes that employment problems will be "severely magnified by automation-enforced occupational shifts."

Gibbons said that collective bargaining has developed a variety of solutions to automation: greater wage increases; guaranteed employment on a year-round basis; shorter hours with no loss in take-home pay; broader seniority rights including preferential hiring rights for laid-off workers; retraining displaced workers at company expense; dismissal pay; improved pension plans, including earlier retirement and vesting of benefits after relatively short period of service, etc.

"These collective bargaining provisions constitute, in essence, a form of social cost of automation for industry. They call for a high degree of social responsibility by management," he said. "But these arrangements under collective bargaining are



Executive Vice President Gibbons (right) chats with Rep. Elmer Holland, chairman of subcommittee studying problems created by automation.

essentially only shock absorbers or stop gaps. They constitute merely the first line of defense against automation unemployment.

"Unfortunately, collective bargaining contract protections cannot create essential job opportunities. Collective bargaining alone cannot cope with the tremendous pressures of automation-induced unemployment. The complexity of the problem calls for an effort beyond that of any single union, or single company, or single industry, or combined labor-management effort.

"Labor and management should continue to seek solutions to the labor problems flowing out of automation. But these private solutions can be only limited and temporary. Collective bargaining affects only a fraction of our total economy. Other factors—tax, monetary credit, fiscal policy, etc.—are more far-reaching in their consequences.

"National full-employment economic policies are called for—both to generate jobs and to sustain purchasing power," he said.

Gibbons told the Holland subcommittee that "we need increased consumer purchasing power to match our growing productive capacity. We need increased business investment to further create employment and stimulate consumption. We need allied programs consisting of wage supports, tax measures, training and retraining programs, relocation subsidies, and other security guarantees to technologically displaced workers and

their families. But above all, there must be a job at the end of the line for those willing and able to work. This is why the full employment goal must be the capstone of our national policies."

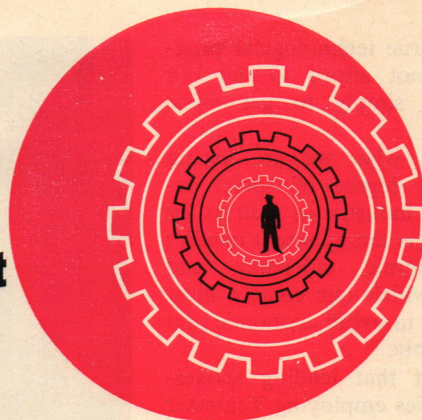
He said that "in spite of our vast wealth, the gap between need and fulfillment in the public sector is enormous—in education, health, slum clearance, in public housing, in metropolitan redevelopment, and in the preservation and development of natural resources.

"When we build school classrooms, hospitals, public housing, and all the other things our people need, private industry will have more business and people will enjoy full employment."

He told the subcommittee: "Surplus wheat can be stored. Surplus workers—and this is what automation is creating—cannot! Our members are not accustomed to eating on a long-run basis. Their bills have to be paid today. They cannot obtain credit on the expectation of a job two years from now. All they know is that their jobs are evaporating and they are left high and dry.

"People can't buy unless they work. Industry can't sell its products and services unless people have money. Industry looks to the consumer to keep the economy going. Eliminating people who make a product eliminates the market for this and other products. One cannot produce wealth with machines alone."

AUTOMATION and unemployment



TECHNOLOGICAL changes in the trucking industry have taken a variety of forms. However, they have not constituted major technological breakthroughs such as have occurred in the mass-production industries or even other transportation industries such as the airline, water carriers and even the railroad industries.

Outwardly, the trucking industry does not seem to have changed much in character, despite its enormous growth. Yet the cumulation of a variety of technological changes have slowed down employment in a rapidly-growing industry and have enabled the present work force to produce more.

Major technological changes and automation developments in trucking operations are:

1. *Advances in equipment design and construction*

To enable truckers to carry longer and heavier hauls, motor carriers and equipment manufacturers have been developing lighter equipment carrying more payload without any boost in the gross maximum weight or length or height of the vehicle.

A parallel trend involves changes in the usage of units now available, changes reflected in the 60-foot tandems seen frequently in the West, and in the big 98-foot or more "double bottoms" (two trailers pulled by a single tractor) now authorized in several eastern and mid-western states.

Use of the diesel engine in trucks continues to grow. Ten years ago some 5 percent of all heavy-duty trucks were diesel powered. Now

more than 25 percent are so equipped. The superior fuel economy of diesels permits the use of more powerful engines, which in turn produce higher daily mileage.

Within the next few years truck engines with double the power of those now on the roads will begin to make their appearance. Since they will be capable of higher sustained speeds along the new Federal highway system, they offer the promise of a dramatic speedup in long-distance truck schedules.

There has been a steady increase in allowable weights and in length of trucks and trailers. In 1956, there were 11 states which limited over-all tractor-semitrailer length to 45 feet and three states imposed a limit of 48 feet. Today, all states allow at least a 50-foot combination, with 33 states at that figure; four allow 55 feet; eleven 60 feet, and three 65 feet or more. In addition, certain toll roads have authorized the use of 98 to 105-foot "double bottom" tandem trailers.

In 1948 units of 28-30 feet in length led in van trailers produced (27.5%). In 1960, 60% of the trailers were in the 38 to 40-foot category.

Even over the past few months, several states have announced new permissible lengths and weights for their highways. For example, the District of Columbia now allows 40-foot trailers. Kentucky permits 50-foot tractor and semitrailer combinations.

In South Carolina and Michigan, 55-foot combinations are permitted. In Utah, 60-foot units are approved,

with permits granted annually to 65-foot rigs. Maximum weights of these units in Utah can go as high as 79,000 lbs. Although Pennsylvania prohibits doubles or tandems, it allows single trailers as long as 60-feet on its turnpike (but only 35 feet off it).

These liberalized limits on weight and length mean bigger and fewer trailers for any given tonnage to be hauled. In the absence of increased volume, this could, of course, adversely affect the jobs of drivers and platform men.

An unusual semitrailer has been developed. It has no axle between the rear wheels and can be tipped, tilted, lowered to street level, or raised to the height of platforms up to 52 inches to facilitate loading or unloading. It is reported that this design, not yet in much use, cuts cargo-handling costs 33 percent.

A new half-straddle semitrailer has just been put into test use. It can pick up or unload a full-length trailer load of palletized freight in 60 seconds.

The use of specially built cargo tanks equipped with conveyors for unloading has become widespread in the transportation of bulk loading in powder or granular form, such as flour, portland cement, and livestock feed.

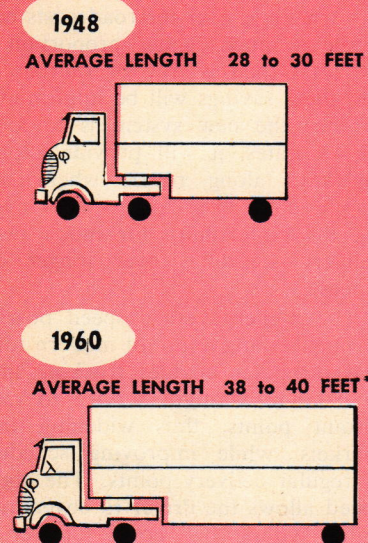
2. *Piggyback and Containerization*

A "technological" change of a sort—namely, coordination of truck shipments with rail, water and air carrier service—is taking place in the form of "piggyback," "fishyback" and containerization. Such coordination tends to reduce job opportunities for over-the-road or long-line drivers.

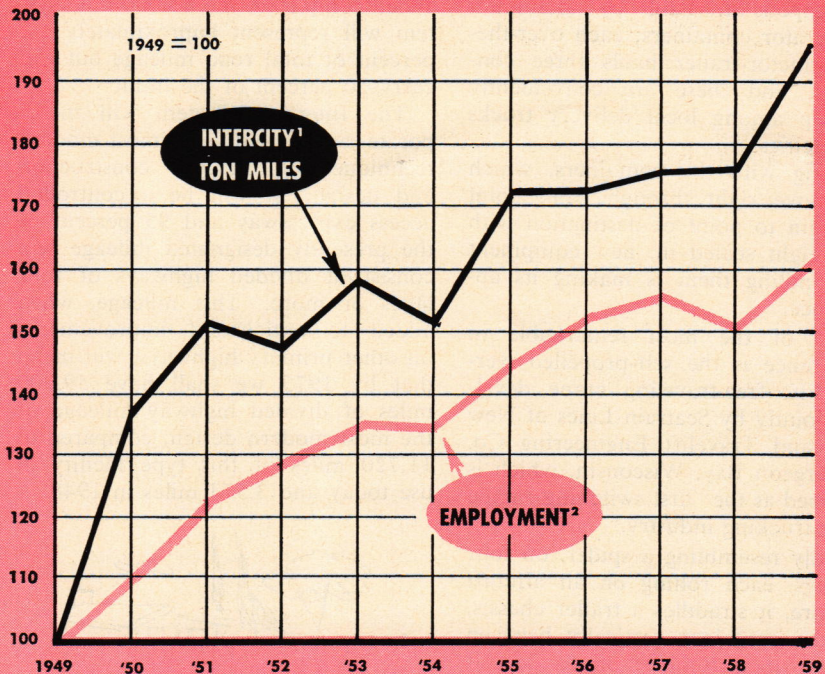
Piggyback is the handling of highway trailers or containers on railroad flat cars; fishyback is the handling of such containers on ships. Containerization is essentially pre-packaging

This is the first in a series of articles THE INTERNATIONAL TEAMSTER will carry dealing with an exhaustive study of how far automation already has advanced and the problems it has created. Future articles will report on automation in other areas of Teamster jurisdiction.

INDEXES OF TON-MILES OF FREIGHT AND EMPLOYMENT IN THE HIGHWAY TRUCKING INDUSTRY, 1949-1959



* WHILE AVERAGE SIZE OF TRUCKS WAS INCREASING, MAXIMUM SPEEDS WERE BEING BOOSTED IN MANY STATES TO AS HIGH AS 55 MILES PER HOUR AND ON SOME TURNPIKES, AS HIGH AS 70 MILES PER HOUR.



1 - Intercity ton-miles of Class I, II, and III intercity common and contract motor carriers of property, operating under Interstate Commerce Commission authority.

2 - Full-time equivalent employees. Full-time equivalent employment measures man-years of full-time employment of wage and salary workers and its equivalent in work performed by part-time workers. Excluded are estimates of employees engaged in public warehousing.

freight in van-sized containers, saving handling and packing costs. Under this concept, piggyback is nothing more than treating truck trailers as containers.

Piggyback, fishyback and containerization may be thought of as a "pipeline on wheels," since the system allows door-to-door delivery without breaking bulk between carriers. The container (whether a highway trailer, van or box) is designed to travel with ease on ships, railway flat cars or on the road.

Containerization differs from piggyback which employs truck trailers which are loaded directly from the road onto railroad flat cars. In the newer system, similar trailers are used for containers but the wheels and chassis are detachable and there is no necessity to haul the running gear along with the cargo.

To the extent that piggyback, for example, provides for transport of trailers or containers on railroad flat-cars than on the highways, many truck drivers formerly operating on intercity runs are displaced. Though piggyback traffic represents at present a small fraction of inter-city freight, it is

growing fast. The nation's railroads hauled 500,000 piggyback carloads in 1960. That was 35% above the 1959 figure and 3.3 times the total for as recent a year as 1955.

Piggyback loadings have established new records. Fast, solid piggyback trains, scheduled at speeds close to those of the fastest passenger trains, are accelerating the use of piggyback.

Piggyback and its counterpart, containerization, require less packing and packaging and involve less handling—another form of automated transfer of cargo. Labor requirements are reduced, thereby affecting workers' earnings and job security.

Piggybacking of autos has already cost the jobs of about 15,000 Teamster members engaged in the delivery of new cars from the auto assembly plants to automobile dealers.

The Special Products Division of Moore-Handley Hardware Co., Inc. of Birmingham, has explained how its own containers are used in distributing ice cream for National Dairy Products Corp. in Michigan—a special case inasmuch as Michigan laws require that a second container in a unit be placed on a four-wheel trailer. (In

most States two or more containers are placed on a transport semi-trailer chassis.)

The containers are loaded at the central plant in Kalamazoo with an assortment of 2,500 gals. in each container. The transport train then takes the containers to various cities, dropping one container at a time in, say—Grand Rapids, Lansing, Holland, Jackson, Hillsdale, Benton Harbor and others.

The loaded container is exchanged for an empty at each point, and the standby refrigeration equipment of the loaded unit is plugged into an electrical circuit. Sometime later, the local route man will pick up the full container for local delivery.

Carriers of household goods are also pushing the use of containers, especially when families are moving long distances. Van-Pak, Inc., of Des Moines, Iowa, has developed an 8-foot by 8-foot by 7-foot container for rail, truck or ship. It uses these containers for its own hauling of household goods and also leases them to other common carriers for other uses.

National Van Lines of Chicago, Illinois, is also experimenting with

George A. Hormel & Co. sends fresh meats from its Austin Minnesota packing-house to customers in Minneapolis-St. Paul by aluminum refrigerator containers; each over-the-road tractor-trailer hauls three containers, and these are conveniently split up among local delivery trucks in the cities.

Along with the containers, which can move right through from point of origin to point of destination with the freight sealed in, new equipment for handling them is making its appearance.

One of the most remarkable in appearance is the self-propelled, vertical lift, free-traveling crane developed jointly by Seatrain Lines of New York and Travelift Engineering Co. of Sturgeon Bay, Wisconsin, which is described as the "first switching engine of the trucking industry."

Oddly resembling a spider, on four tall legs, each rolling on an aircraft type tire, it straddles a trailer chassis, lifts the container vertically between its legs, then rumbles off to deposit it elsewhere without the need for rails, special paving or tractor towing power.

Operated by one man, the "spider" can carry 25 tons at 10 miles an hour. Designs for larger items of this type are on the drawing board.

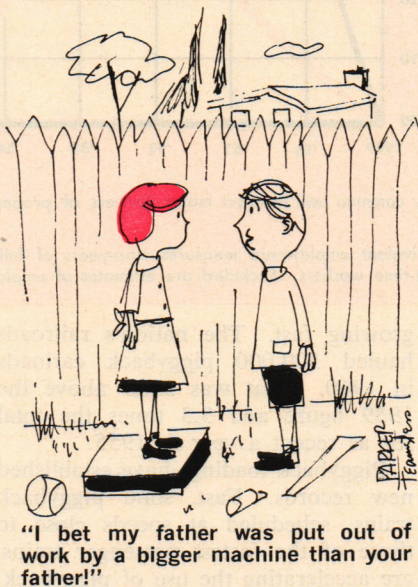
3. Road Systems

The Federal-Aid Highway Act of 1956 initiated a new multi-billion dollar highway program. This new system of interstate highways will mean more sustained high speed movement and thus more yearly mileage per truck or tractor-trailer. Combined with the economics of motor vehicle sizes and weights, the National Interstate Highway System should bring with it new standards of highway utilization, moving traffic faster and more safely. The highway construction program is certain to bring substantial benefits to the highway carriers in reduced point-to-point travel time, reduced mileages, fewer accidents, etc. Another benefit, of course, is fewer drivers because of less travel time due to higher average speed.

Backbone of the expanded Federal State highway program is the presently designated 41,000-mile System of Interstate and Defense Highways. The Interstate System joins 42 state capital cities and 90 percent of all cities over 50,000 population. It serves 65 percent of the urban and 45 percent of the rural population,

and is the key highway network from the standpoint of Federal interest in productivity and national defense. When completed, the 41,000-mile system will represent approximately 1.2 percent of total road mileage but will carry 20 percent of the traffic.

The Interstate System will incorporate, as it is built, the most modern techniques of highway construction and design. It will be a controlled access expressway and 95 percent of the presently designated mileage will consist of divided highways of four lanes or more. This mileage, when added to anticipated improvements on other primary highways, will mean that by 1975 we shall have 59,000 miles of divided highway mileage of the most modern design, compared to 11,720 miles of this type facility in use today and 3,573 miles in 1948.



An essential part of the new program is the extensive provision for urban highway facilities, which will include by-pass routes around our major cities as well as improved expressways within urban areas. These will mean faster and more efficient movement of intercity traffic with a minimum of delay and congestion.

The national system of interstate highways will help the trucking industry in the long run. Heavy trucks on the road are now greatly retarded in climbing steep hills and working their way through congested traffic of towns and cities. The new highway system will reduce the sharpness of grades and will bypass congested areas. This will reduce wear and maintenance of vehicles. Because of less movement in low gear, it will cut

out fuel consumption per ton-mile. By reducing over-the-road time, the new highways will increase mileage per driver-hour and on many runs, will thereby cut labor cost. In intercity trucking, over-the-road costs constitute a much higher proportion of the total than is true of railroading, and these savings will be important.

Since the new system is to touch all 48 states, it will provide express highways along routes where they simply don't exist today—thus opening the opportunity for much faster delivery schedules over longer distances.

The higher average speed possible through extensive use of modern roads and turnpikes enables trucking firms to extend overnight service to more distant points, thus widening their markets, while improving schedules of regular delivery points. The higher speed allows the driver to cover more miles within his hours of service limits.

The combination of improved roads and advances in power equipment have had the effect of increasing the average speed of a motor truck moving down the highway without materially increasing its maximum speed.

Many states are increasing permissible truck speeds to 55 m.p.h. Also, many turnpike roads permit speeds up to 70 m.p.h., which will increase the average miles per hour. With improved highways, the driver will not develop as much fatigue on the new highways as was formerly developed 10 years ago on the then existing highways.

A recent report to Congress indicates "that the controlled-access highway is at least 2½ times as safe as the ordinary highway, and in some instances has a fatality rate as low as one-fifth of the national average of all streets and highways." The report adds that "significant savings in travel time and greater convenience in travel are important by-products of highways having full control of access."¹

¹ *The Federal Role in Highway Safety*. 86th Congress, 1st Session. House Document No. 93. March 3, 1959. P. 3, 60.

The New York State Thruway on June 1, 1960 established a uniform speed limit of 60 m.p.h. for trucks as well as passenger cars. Tandem trailer or double-bottom rigs will still be limited to a 50-mile maximum speed because specifications for their

special brakes, hitches, safety chains and other equipment were based on that top speed.

With better highways and more powerful equipment, more miles can be covered in shorter periods of time, enabling the trucker to extend his services. Previously, on given trips, a driver would have to lay over away from home, because he could not complete the round trip to his home terminal without violating the maximum driving time allowable either under law or under the collective bargaining contract. Today, such trips can be operated on a round trip basis—again reducing the need for drivers.

4. Double Bottom or Tandem Operations

The economies of the new highways will be greater, of course, as new vehicular arrangements emerge designed for new highway conditions. Illustrative of these is the double bottom operation now under way on certain toll roads, in which two semi-trailers are drawn by a single power unit.

Tandem, or "double bottom" operations are not new in trucking. They are common in the West. What is new about the latest developments is that these tandems are larger and heavier than others and they involve toll highways.

In most instances, the tractor has less horsepower than the sum of the two it displaces. Partially offsetting the reduction in the number of power units, an additional dolly has to be provided to support one end of the rear semi-trailer. Under these cir-

cumstances, the chief operating economies are as follows: labor, fuel, depreciation, interest, and maintenance. While economies will vary widely between operations, a saving of 25 percent, say from 40¢ per trailer-mile down to 30¢, is not unrealistic for operators favorably situated. A significant portion of this saving, of course, is lost by the necessity for supplying tractors and drivers for the short-haul interchange at entrances and exists to the main highway.

The use of "double bottom" tractor-trailer combinations has been authorized on the New York, Massachusetts, Ohio, Kansas, Indiana and Illinois Turnpikes or toll roads. The doubles extend up to 100 ft. overall. And the use of doubles may expand further.

Currently, the Bureau of Public Roads and the American Association of State Highway Officials are studying the possibilities of using double bottoms on federal-aid highways.

Thus far, tests of double-bottom operations have been successful on all thruways and turnpikes where they have been conducted. On the Ohio Turnpike, at least 500 doubles use the artery each month.

What these add up to, of course, is higher productivity—more tons of freight moved per man and per vehicle. The double size rigs obviously cut labor costs; one driver hauls twice as much. Fuel consumption is less. Time consumed is less. Net savings to the trucker are more than 20 percent per mile.

There are wage savings due to the hauling of a double load with one tractor. Service is expedited due to the higher speeds attainable, and the absence of traffic lights on the through highways. With fewer stops and starts, wear and tear on tires, gears and engines is less.

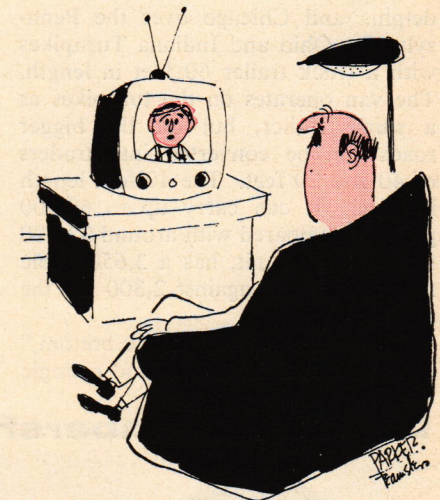
The tandem hook-ups enable the truckers to move more payloads per power unit which is to say per a major slice of invested capital. The customary tractor-trailer combination in New York, for example, is limited to 65,000 pounds, but 120,000 pounds is authorized on the New York State Thruway. Double bottoms, therefore, may well mean doubling truck payloads and reduced operating costs.

Of extreme importance is the fact that if the Thruway vehicles prove themselves and show that vehicles of greater lengths and gross loads are

practical and fully compatible with Thruway facilities, then these same vehicles are operational on any highway designed similar to the Thruway.

The New York Thruway operations involves the use of break-up points at interchanges to allow the individual units of the combinations to be taken off on the state's regular highway system. As individual units of the combinations are loaded to conform with the state's size and weight laws when operated individually, they can be taken to and from the interchange points with conventional road tractors and operated legally everywhere in the state.

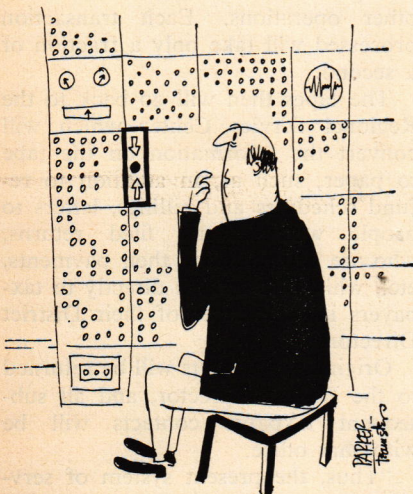
For all the limitations of the double bottom rigs, it should be regarded as only one of a number of possible new vehicular arrangements, some of which will almost surely emerge from the



"Our product is made entirely by automatic devices . . . devices . . . devices . . ."

novel traffic characteristics of the new highways. The vehicle will certainly adapt itself to the opportunities of the roadway, and regardless of the fate of the double bottom, as such, the economies of the new highway system will probably go well beyond those afforded to vehicles of present design. For the time being, the engineering of the vehicle has outrun the engineering of the roadway—but this is not likely to last.

Another type of labor saving occurs in reduction of costs, involved in making and breaking tandems or double bottoms at turnpike entrances and exists. The Wolf Wagon, under experiment in Texas, typifies this aspect of labor saving. The Wolf Wagon is a self-propelled van which can be hooked in tandem and by mechanical



"Let's see, now, which button did I use yesterday?"

connections, both power plants can be utilized to propel the load carried. This equipment, if proven successful, would eliminate one driver; after moving tandem trailer equipment from the terminal make-up area to the turnpike entrance, two trailers are hooked together and carried over the turnpike to the proper turnpike exit by one driver, at which point it is again necessary to break the tandem trailers into two separate units. At entrance and exit then an additional driver is needed.

"Twin-tainers"—two 20-foot trailers which can be combined into a single 40-foot unit or used separately—will be introduced soon. They will allow doubling the load for a single tractor at a midway route point.

One company (Chicago Express, Co.) has initiated runs between Philadelphia and Chicago over the Pennsylvania, Ohio and Indiana Turnpikes with a truck trailer 60 feet in length. The van operates on the turnpikes as a single trailer, but off the bigger roads can be converted into trailers of 40 and 20 feet. The 40-foot length is usual. It can carry up to 60,000 pounds, compared with around 32,000 for a 40-foot unit, has a 3,650 cubic foot capacity as against 2,300 for the standard trailer.

Like the so-called "double bottom," two trailers in tandem behind a single

Internal Revenue Says It'll Have 'Service' and Automation, Too

Automation is not going to take "Service" out of Internal Revenue Service, Commissioner Mortimer M. Caplin assured taxpayers today.

"Although we are adopting automatic data processing methods," he said, "IRS will continue to offer local assistance, telephone service, direct mail communication, and all the other services offered currently to taxpayers with questions or problems."

Concern Cited

The Commissioner said some persons had expressed concern that this system would pit the individual taxpayer against a giant, impersonal machine hundreds of miles from his home.

"This assuredly is not the case," he said.

"The taxpayer will notice very little difference in the way his business with IRS is handled. Actually, Automatic

tractor, to which the big van is related, it is designed to enable a carrier to haul more freight payload per power unit and thus reduce line-haul, operating expenses.

Data Processing will provide many advantages, both to IRS and to taxpayers generally."

IRS plans call for the activation late this year of a National Computer Center for final electronic processing of tax returns.

Meanwhile, installation of a Service Center for initial processing of tax returns will be made at Atlanta. Starting next year, the 7-State Atlanta IRS Region will serve as a pilot operation for the system, which will be installed nation-wide over the next few years.

Here is how it will work, Commissioner Caplin said:

Tax returns, payments, and other documents will be received in the District Collection Division just as they are now. These offices will open the mail, put the money in the bank, do certain preliminary work, and ship the documents to the Regional Service Center.

The Service Center will convert the information the taxpayer reported on his return to magnetic tape, ready for the electronic machines at the National Computer Center.

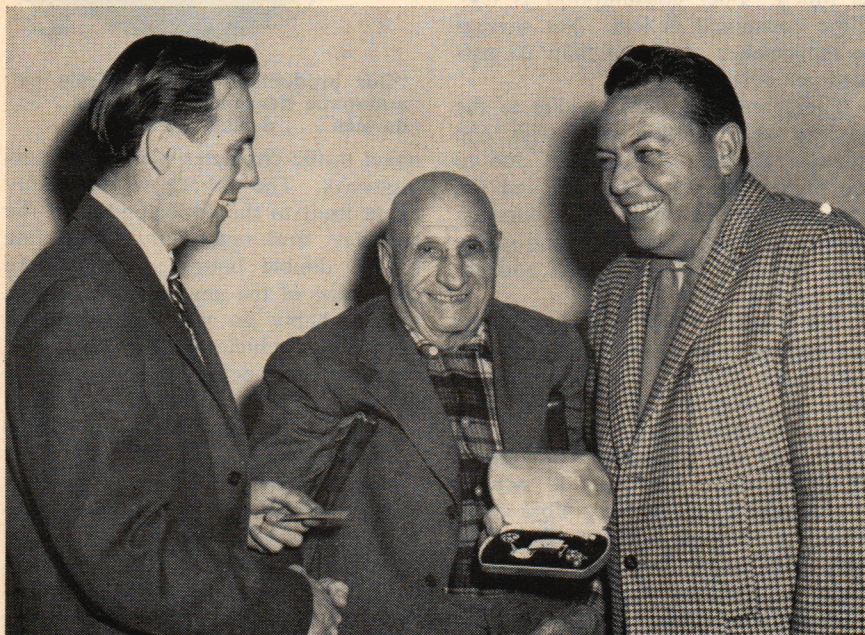
There a master file of tax accounts for every taxpayer in the United States will be maintained. The Computer Center will process the so-called transaction tapes it receives from the Service Center, update the master file, and produce on magnetic tape data for scheduling refunds, or billings for taxes due, and various other operations. Each transaction processed will take only a fraction of a second.

The tapes then will go back to the Regional Service Center which will convert the information on the tape to paper, such as, in addition to refund schedules and billings, letters to people who haven't filed returns, who are delinquent in their payments, etc., which are mailed directly to taxpayers in the names of their District Directors.

Original documents will be returned to the District Director, and all subsequent taxpayer contacts will be with that office.

"Thus, the present system of servicing taxpayers at the grass roots level will remain," Commissioner Caplin said.

Lifetime Membership for Oakland Vet



A lifetime membership was presented last month by Teamsters Local 96 in Oakland, Calif., to Tony Costanzo (center), a charter member of the 23-year old local. Making the presentation are business representative Elton Bovey (left), and Don White, local president.

New Concept in Craft Union Cooperation Brings More Jobs, Ends Work Stoppages

A NEW CONCEPT in craft-union cooperation on plant maintenance projects has resulted in more jobs for building tradesmen, has halted work stoppages due to jurisdictional disputes and brought about the payment of construction wages for maintenance work.

The national master contract developed by a General Presidents' Committee representing 14 International Unions in the building trades recognizes the need for uniform interpretation and no-strike agreement to save craft jobs from invasion by industrial unions. But the agreement stipulates that wages paid shall be the prevailing building trades rates in the area where the plant maintenance is being performed.

Signatory to the agreement are the Teamsters, Asbestos Workers, Boiler-makers, Bricklayers, Carpenters, Cement Masons, Electrical Workers, Iron Workers, Laborers, Machinists, Operating Engineers, Painters, Pipe Fitters, and Sheet Metal Workers.

Originally developed in 1956, the contract-maintenance agreement is continuously being extended until today it is in force in 35 locations in the United States. The plant maintenance work performed under the contracts last year resulted in approximately \$30 million in direct labor costs for jobs that might otherwise have gone to in-plant industrial workers.

This master agreement is signed with companies engaged in the business of plant maintenance, repair and renovation with miscellaneous industries.

The agreement does not cover work of a new construction nature. In such cases, the work is done in accordance with existing building construction agreements.

The agreement specifies that "due to the particular nature of the work . . . there shall be no lockouts or strikes . . . and provisions must be made to achieve this end."

It agrees that "the jurisdiction recognized for each Union (party to the agreement) shall be the jurisdiction recognized by the AFL-CIO, provided, however, that if they of the Unions are unable to agree upon the Union

which is to have jurisdiction over any group of employees, the Company will recognize one as having jurisdiction until such time as the claimant Unions agree upon another . . ."

In event of jurisdictional disputes in the plant maintenance work under the agreement, the company is permitted to make an immediate assignment of the work in question, based upon decisions and agreements of record, or other information available. The work is then to continue and, if any of the Unions are not satisfied with the assignment, the matter is referred to the International Unions for a project decision.

Article VI (2) of the agreement stipulates that "the company and the Unions agree that such assignment of work involved in a jurisdictional dispute is imperative to the satisfactory operation of this agreement and the continued operation of the client's plant."

The agreement takes into account the fact that maintenance work, which the company performs on a contract basis with an industry or plant, "involves maintaining operating units that in almost all cases must be kept running. This situation means that much of the work is of an emergency nature and therefore will require at times the acceptance of extreme fluctuations in the labor demands . . ." This means that contractors with work in a number of plants add workers as needed and release them to a common pool when no longer required.

Advantages of the agreement to the participating unions are that building trades craftsmen are entitled to perform the work of their craft which

might otherwise be usurped by industrial "in-plant" workers unskilled in those crafts; and further, that prevailing building trades rates will be paid.

In practice, workers under these agreements can get construction wages five to seven days a week, rain or shine, on a maintenance job. If laid off, they are placed in a pool for placement on another job.

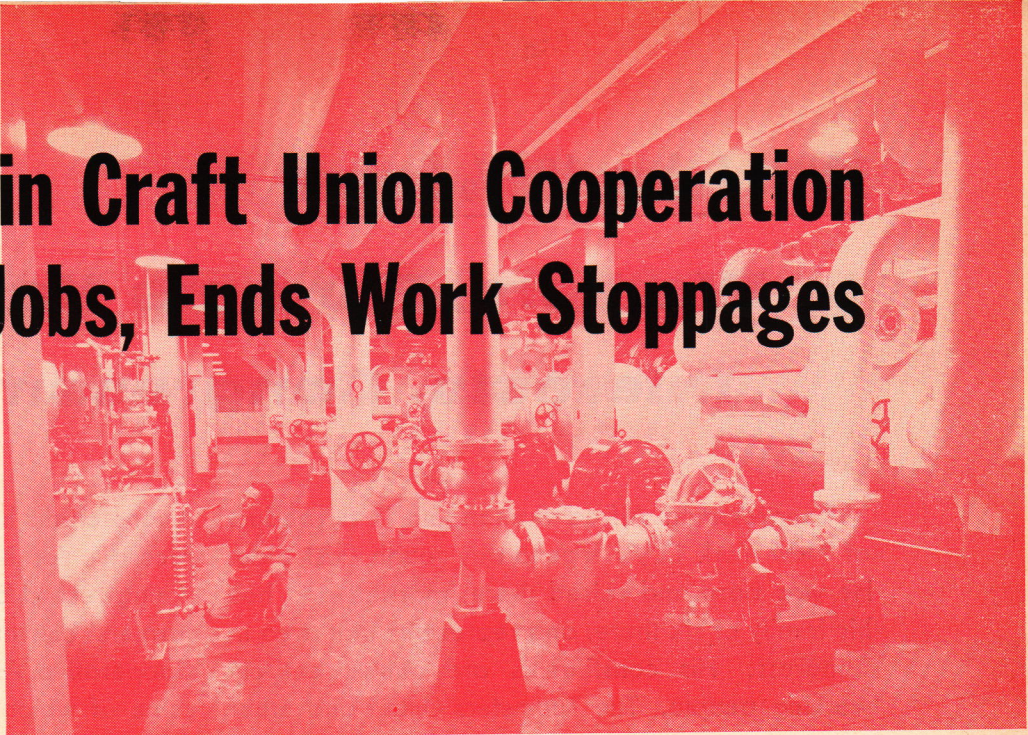
Advantageous to the contracting company is high quality work, flexibility in work force, and a fair day's work for a fair day's pay.

The maintenance contract was praised last month by President Peter T. Schoemann of the United Association of Plumbers and Pipefitters as the best and most effective answer to the challenge being made by the AFL-CIO Industrial Union Department to permit industrial workers to do craft work on maintenance jobs.

Schoemann described a recent proposition by President James Carey of the I.U.E. as providing that "the crafts may build the shell of a building, put on the roof, but that's all. Everything else that goes in the building must be done by industrial union members."

Alan T. Knight, president of Catalytic Construction Co., one of the major contract maintenance firms, recently told union leaders in a Washington speech that "contract maintenance has moved from an experimental stage in 1956 to an economic necessity in the present-day, modern plant."

Harold Thirion, director of the Teamsters' National Construction Division, is the IBT's representative in the contract maintenance program.



100% Labor; 100% Farmer

Workers, Farmers Have Mutual Interests, Congressman Says

Congressman Alfred Santangelo is a product of New York City's legendarily tough East Side. He was born and raised there, married and has his family of six there, and represents that area in Congress. His constituents are almost entirely working people. The Teamsters Union and other

unions credit him with a 100% pro-labor voting record. Yet he is also credited with a 100% voting record by farm organizations. At a recent farmers' convention of the National Rural Electric Cooperative Association he explained his views, some of which are excerpted here.

Sharing Problems

"If we in the city support programs which farmers feel are their private domain, we do so because we recognize their intimate relationship with us and that we are part of a great freedom loving nation. We, on the other hand, have high hopes and confidence that the farmer will become aware of and sympathetic to the various problems which we cliffdwellers face in our urban centers."

Cooperatives

"When a city dweller from New York, such as I, thinks of the term 'cooperatives,' he thinks of a bulldozer operation, dislocated tenants, with thousands of families uprooted and scattered around the countryside. He rarely thinks of a cooperative, like the REA, or the electric cooperatives, to harness our natural resources, to bring light and communication to the rural people. These thoughts are remotely associated with the idea of cooperatives by a city dweller."

Value of REA

"The full impact of REA upon the daily lives of people was not made upon me until I visited Puerto Rico two years ago. Our government, through REA, has made available loans to the Puerto Rican Water Re-

sources Authority at 2% interest. I traveled into the hills and inspected with my own eyes the wires leading to the shacks and hovels which some Puerto Ricans call home. At that time more than 50,000 families enjoyed for the first time the use of electricity and the darkness of the hills was illuminated. In our struggles to gain the friendship of South American countries, Puerto Rico, because of REA, has become a lodestone, drawing these countries to our side. If a similar program by REA had been initiated in Cuba, perhaps the mattress salesman, Fidel Castro, might not have ranted, raved, or roared against Yankee imperialism, and the Cuban people would feel grateful to the United States today."

Glorious Page

"The financial history of the cooperatives is a glorious page in the history of our country. It shows the wisdom of public officials who felt a concern for the people on the farms. It demonstrates an appreciation and a gratitude by rural people for the generosity of our government. As of June 30, 1960, the 989 REA electric borrowers paid close to \$1.3-billion to the Federal government. This included a repayment of \$714-million on principal and \$422-million in interest, and an additional \$160-



million repaid in advance of due date as cushion of credit. Only one REA electric borrower of the 989 was behind in payments. This is a demonstration of cooperation, appreciation and good business."

Created 'City' Business

"REA has created a \$1-billion business annually in appliance sales. It has brought about the sale of electric ranges, refrigerators, freezers, water heaters, washing machines, dryers, dish washers, air conditioning, heating, vacuum cleaners, sewing machines, frying pans and similar appliances. Over 4,200,000 farmers have purchased over 20 major electrical appliances. Other areas exist in which common interest between rural communities and the city sections could be spelled out. If these

relationships, the interdependency between the city and the farm people, are fully developed and explored, and the results publicized, I am confident that rural folks would not feel antagonistic, estranged, or indifferent to city problems, and we who live in the city and read about soil-bank payments and farm subsidies might be more sympathetic to the rural problems and farm programs."

Americans All

"Our problems in the city are legion. We clamor for an increase in minimum wages because we feel



that we should have the wherewithal to purchase the necessities of life. We need improved mass transportation systems and highways to earn and receive our daily bread. If we appreciate that education is the common concern of all, that decent housing, good health and medical care in time of illness are rights of mankind, then we have recognized the truth which has come down from all religions. When we recognize that truth—that nature's bounty was planned for the benefit of mankind, and that we are but instruments of His will—then we can live as human beings. We can be proud of our way of life, and we can proudly shout from the top of a silo or from the housetops, 'We are Americans all.' "

May, 1961

THREAT TO SURVIVAL

By Morris H. Glazer

Editor Emeritus—*Transport Topics*

Figures showing how the trucking industry fared in 1960 have just become available from a compilation supplied by the Research Department of American Trucking Associations. Class I and II motor carriers of property (those having gross revenues of \$200,000 and more) suffered one of the biggest setbacks in the last decade. Gross revenues, in the aggregate, scored a small gain over 1959, but net income, after taxes, declined from \$121 million to \$54 million. The drop reflected the recession in business generally. Of the 2,666 reports analyzed, those of the 29 companies having publicly-held stock are typical. The following tabulation shows their net income compared with 1959:

	1960	1959
All States Freight	\$ 542,076	\$ 907,100
Associated Transport	350,822	1,248,568
Associated Truck Lines	340,173	219,309
Buckingham Freight Lines	— 287,223	109,956
Central Wisconsin Motor	78,779	245,369
Consolidated Freightways	—1,131,709	817,678
Continental Transportation	272,836	425,944
Cooper-Jarrett	463,785	750,034
Denver Chicago Trucking	1,700,334	1,450,822
Eastern Freight Ways	1,512	371,448
Garrett Freightlines	696,361	983,515
Helm's Express	255,552	440,224
Interstate Motor Lines	830,460	1,272,705
Interstate System	216,478	1,128,379
Lee Way Motor Freight	— 8,440	1,116,755
McLean Trucking	— 184,242	768,239
Merchants Fast Motor Lines	1,140,425	997,603
Norwalk Truck Lines	102,615	217,826
Overnite Transportation	515,088	367,519
Pacific Intermountain Express	735,645	1,576,638
Roadway Express	2,813,232	1,972,191
Ryder System (truck lines)	533,778	1,045,221
Smith's Transfer	108,580	92,955
Spector Freight System	— 434,096	1,377,930
T. I. M. E. Freight	395,902	394,294
Transcon Lines	469,479	683,663
Watson Bros. Transportation	9,902	814,064
Yale Transport	192,470	398,422
Yellow Transit Freight Lines	279,467	773,773

Of these companies only seven were able to better their performance in 1959 while five tumbled into the red column. In most instances gross revenues were up, but advancing expenses took a heavy toll of profits. Nor is the outlook very promising. All are faced with higher labor costs. Added to this is the gloomy prospect of additional taxes to help defray the cost of building the Federal interstate highway system.

The latter item alone conceivably could wipe out any profit margin for most truck lines. The companies here analyzed had a total net income of \$11 million. Their vehicles traveled 1,127 million miles in intercity common carrier service. It has been estimated by ATA that the additional taxes proposed by President Kennedy for the highway program will cost motor carriers of property an average of 0.75 cents per mile. This would mean that the \$11-million net profit of these companies would be slashed to \$2.5 million. For some it undoubtedly would spell doom.

This is only one dark cloud that hovers over the motor carrier future. But it is an imminent and definite threat to survival. In most of the states, taxing authorities are eyeing the trucking industry as an easy source of additional revenue to meet the ever increasing cost of government.

Presumably, added cost burdens imposed on a regulated industry should be offset, to some extent at least, by increased charges for services. But the rate increase route is slow and laborious. Many companies will not be able to withstand the pressure until relief comes, if it comes.

'Old Timers Club' Is Active in Tacoma



Old Timers Club in Tacoma, Wash., is made up of retired Teamster members and promotes such activities as civic and community affairs, charitable assistance, legislative work, public relations and social events. Officers of the club are S. Swanson, Local 951, president; J. E. Chambers, Local 313, vice president; C. R. Noble, Local 461, recording secretary; R. W. Simmons, Local 599, corresponding secretary; and T. J. Cruse, Local 599, financial secretary. The group meets the second Thursday of each month.

Improved Medicine Brings Sharp Rise in Work-Life Expectancy

One of the most important results of medical progress in this century has been a large increase in the average American's working-life expectancy.

In the April issue of its monthly statistical bulletin, *Progress in Health Services*, the Health Information Foundation pointed out that an American male baby born in 1958 had a working-life expectancy of 42.3 years—11.2 years over the comparable figure for a baby born in the 1900-02 period.

In terms of manpower potential, the H.I.F. report stated, "a group of 100,000 males born in 1900-02 could expect to put in an average of 3,106,000 man-years of work during their lives. By 1939-41 the comparable figure was 3,815,000 man-years and by 1958 it was 4,228,000. Thus the working-life expectancy in man-years of a group of 100,000 male infants has risen by over 1 million since 1900-02, or by about one-third."

No only do American males today have a longer working lifetime, but they can also expect to spend more years *outside* the labor force, the Foundation stressed. The average of non-working years for males increased

from 16.8 in 1900-02 to 24.1 in 1958.

Young men now enter the labor force more than two years later, on the average, than was true at the turn of the century. And during the same period retirement-life expectancy has more than doubled—from 2.7 years for a 20-year old male in 1900 to 6.3 years in 1958.

According to the Foundation, the increases in both working and non-working years are part of a larger trend—the "remarkable increase in life expectancy" (or expectation of life from birth to death.) Life expectancy for males at birth rose from 47.9 years in 1900-02 to 66.4 in 1958, or by 18.5 years. The effect of this increase has been to add years not only for work but also for additional education and retirement.

The working-life expectancy of American females has also increased sharply in this century, from an average of 6.9 years at birth in 1900-02 to 19.9 years in 1958. This trend, said the Foundation, has been largely due to two factors: a substantial rise in the proportion of women who work and, to a lesser extent, a decline in mortality.

Rail Claims On Taxes Hit

John J. Gill, president of the American Trucking Associations, has sharply refuted claims by Daniel P. Loomis, president of the Association of American Railroads that general tax increases over the past ten years can be laid to government expenditures for highways.

"The nation's automobile, bus and truck owners are the ones who have carried the burden of highway expenditures. The true fact is that for many years this select group of taxpayers have paid in special highway taxes and related fees an amount exceeding the entire cost of building and maintaining our highways, roads and streets," the trucking spokesman said.

Over \$11 Billion Paid

Mr. Gill pointed out that total expenditures for all highways, roads and streets, by all levels of government, during 1960 were \$10,731,000,000, according to estimates made by the U. S. Bureau of Public Roads. Highway users, in 1960, paid \$11,462,000,000 in special taxes and fees, or \$731,000,000 more than was spent on highways, roads and streets.

On the Federal level alone, the trucking spokesman said, \$1,711,000,000 was paid into the general funds by highway users none of which was used in the highway field.

When the Mighty Fell

We Were Right: The Thud Was Soft!

When the *International Teamster* told its readers (February, 1961) how the nation's press plays down news offensive to big business and plays up news knocking labor, this publication must have hit a sensitive nerve.

Editorial writers across the land rose up in wrath, and accused this magazine in turn of distorting the truth. "We are eminently fair," they cried.

The case at issue was the conviction of some of the country's major electrical manufacturing firms on charges of price fixing and rigging on \$7 billion worth of heavy electrical equipment.

We said the papers played this news down. We urged our readers to compare this treatment with the screaming headlines those same papers used during the McClellan Committee attacks upon the labor movement in general and this union in particular. Incredibly, newspaper editorials from one end of the country to the other denied they had ever indulged in such double-standard presentation of the news.

Comes now an impartial survey, conducted by *New Republic* magazine, which presents the results of its own study on this subject. Reprinted here is an article carried in a recent issue of *New Republic*.

national or international news was Kennedy, offering the UN post to Adlai Stevenson and Soviet charges against Dag Hammarskjold on the Congo?

The answer is, they could. Of 22 large newspapers studied (the December 8 edition of the morning newspapers and the December 8 and 9 editions of the afternoon newspapers were checked), only four put the story on page one, each with only a single column headline but each with over a column of news—*The New York Times*, *Washington Post*, *Philadelphia Enquirer* and *St. Louis Globe-Democrat*. Four other papers used nearly a column of type but kept the story inside—*The Minneapolis Tribune*, *St. Louis Post-Dispatch*, *San Francisco Chronicle* and *Pittsburgh Post-Gazette*.

Wire service coverage was excellent and extensive, but 10 papers boiled the story down to less than half a column which appeared on an inside page—*The Los Angeles Times*, *Chicago Tribune*, *Boston Herald* (four inches), *New York Herald Tribune*, *Atlanta Constitution*, *Des Moines Register*, *Indianapolis Star*, *Chicago Sun-Times*, *Cleveland Plain Dealer* and *Detroit Free Press*. In nearly every report, the only firms named were General Electric and Westinghouse, although 29 companies in all were involved, with plants throughout the nation.

The story was omitted entirely from the December 8 editions of record filed at the Library of Congress by the *Boston Globe*, *New York Daily News*, *Christian Science Monitor*, and the *Kansas City Times* (the morning edition of the *Kansas City Star*).

As for the news magazines, *Newsweek* gave the biggest business scandal in decades six inches of space on page 72; *Time*, although it had run an earlier story in advance of the confession of guilt, gave it four inches on page 77. . . .

Were the 22 newspapers studied representative? 14 of them are rated by newspaper publishers themselves as among the best 20 in the United States, and they account for approximately 15 percent of all papers sold.

THE NEW REPUBLIC

When The Story Broke

Lo, the mighty fell alright, and hard, but the sound of their falling was muted in the columns of newspapers. By the time the case of the 29 electrical companies that were fined nearly \$2 million last week had reached the sentencing stage, there could no longer be any doubt of the general interest to the reading public. For here was the spectacle of some of the nation's biggest manufacturers and 45 of their top executives either admitting in federal court that they had illegally fixed prices in order to divide up business worth \$1.75 billion or pleading no contest. But how did the newspapers of last December 8-9

handle what was probably the most sensational aspect of the case, the original admission of guilt by 19 of the firms while 10 others were pleading *nolo contendere*?

According to the Justice Department, this was the largest criminal antitrust prosecution in our history. Attorney General Rogers, whose office instituted the proceedings, said it revealed "as serious instances of bid-rigging and price-fixing as have been charged in the more than half a century of life of the Sherman Antitrust Act." Could any major newspaper fail to give its story front-page display on a day when the only other big

New Jersey Teamsters Go 'All Out' In Helping Paraplegic Fellow Member



A New Jersey Teamster local last month went all-out to aid a paraplegic fellow member when Local 153 in Newark presented a check for \$1,500 to Bruno Szymanski to help him purchase a plot of land upon which the Veterans of Foreign Wars will build free housing for him.

Herbert J. Heilmann, secretary-treasurer of Local 153, said that Szymanski has been a member of the local since 1945, employed at the P. Ballantine Brewery in Newark. When the union became aware that Szymanski could benefit from the VFW program to build homes for paraplegics where

the patient raises the money for the lot, the members voted unanimously to assist him.

Under the program, the members of Local 153 undertook a fund-raising campaign among themselves, and authorized the local to withdraw \$1,500 from the union treasury toward the purchase of the land if the fund-raising did not match the cost required.

The \$1,500 check was presented to Szymanski at a recent meeting. Szymanski is shown above with his wife and daughter, surrounded by officers of Local 153 and representatives of VFW.

'Get Militant,' Unionist Urges

"How many of us could have taken the spying, rigging, conniving, stool pigeoning, phone tapping, and God knows what, and still be a free man?" This is a question asked with regards to James R. Hoffa by a local union official of the International Stereotypers Union.

Velmer Bartrem, writing in the April issue of the *Stereotypers Journal*, urged labor union officers and members to become more militant. A member of Detroit Local 54-E, he warned, "Let's stop kidding ourselves before we have to start from scratch again."

Bill 'Won't Last'

The anti-labor Landrum-Griffin bill, Bartrem said, "is a product of the ballyhoo over the Teamsters Union, and it won't be the last, if our top labor leaders don't close ranks and fight back the same as management and the press are doing."

"While they've been investigating unions to the hilt, some of the largest companies in these United States have been bilking the people of millions upon million."

In contract, Bartrem pointed out, "One large corporation here in Detroit was allowed to investigate itself. What a thorough job that must have been."

He added: "When our employers can hire you, not for your ability to do a good job, but just as a peon, you've had it, and so has America as a free democratic country."

More Recognition for Independent Unions Sought

Congressman Thomas Curtis of Missouri introduced a Resolution in Congress last month to establish a "Committee on Independent Unions" to function much like the House Committee on Small Business.

The Committee would provide a forum for all independent, unaffiliated unions, presumably including the big independent Teamster Union and Mine Workers Union.

Teamster General President James R. Hoffa has pointed out on many occasions that the AFL-CIO is a minority labor group, despite the fact that it says it speaks for organized labor in America.

Hoffa has pointed out that the AFL-CIO represents less than 13 million union members, whereas the membership of independent unions is approximately 30-million. The Teamsters and Mine Workers have over 2-million members between them.

Congressman Curtis, in introducing his resolution, said: "I believe that experience has proven that interests which do not have a forum from which to present their views to Congress are often lost in the shuffle."

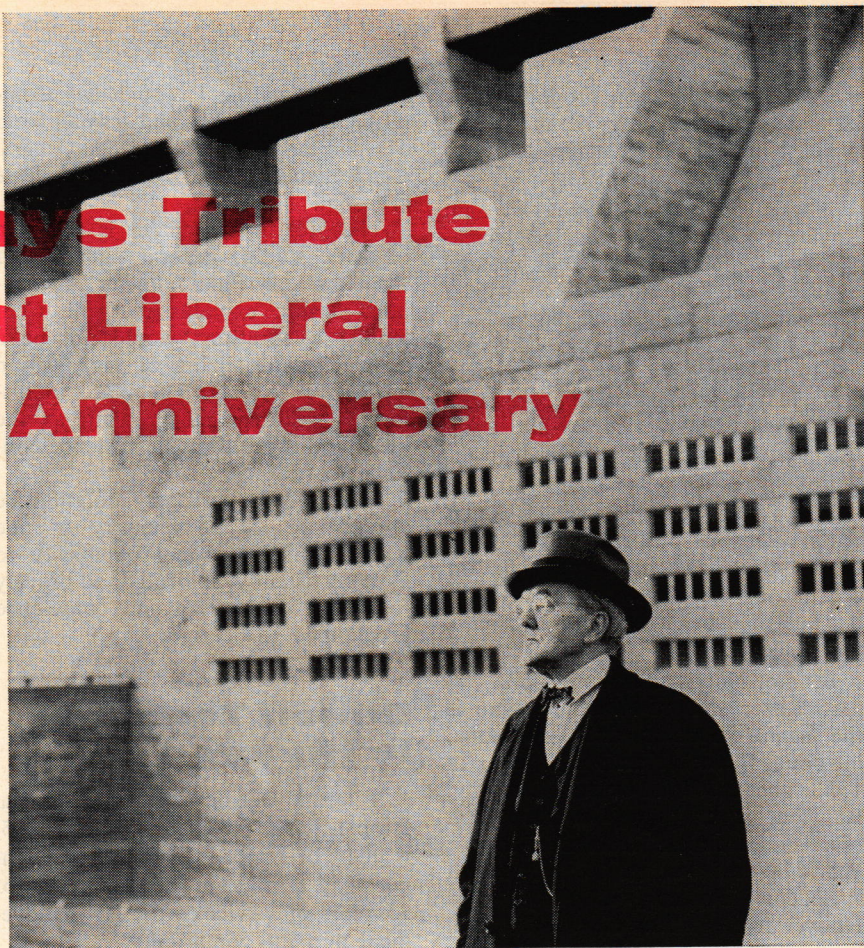
"I envision this Committee as giving the small unions and unrecognized labor groups an opportunity to air their problems before an appropriate Congressional forum, and giving us in

Congress a better idea of the operation and needs of these groups."

The National Labor Relations Board recently reported that of 2,718 petitions filed for elections, more than 1,000 were filed by independent unions.

The Teamsters Union is the largest union in the country with 1,700,000 members, almost twice as many members as the next largest union. Nonetheless Teamsters and the other independent unions were excluded from the labor-management advisory committee selected by President Kennedy and Secretary of Labor Arthur Goldberg.

Nation Pays Tribute To a Great Liberal On 100th Anniversary



The 100th anniversary of the birthday of Senator George Norris of Nebraska will be celebrated and honored by a Norris Centennial program that will get underway with a national conference on May 16-17 in Washington, D.C.

No Senator in American history was the author of as many historic laws as was Norris. Most Teamster members today do not recall the tremendous accomplishments historians attribute to Norris. Veteran Teamster members, and the parents of the new generation of Teamsters, however, can remember Norris.

These older Teamster members remember the Norris-LaGuardia Act that banned "yellow-dog contracts." This Act has been hailed by Teamster President James R. Hoffa and other labor officials as organized labor's "Magna Carta."

Hoffa describes Senator Norris this way: "He was a perfect Senator. There will never be another like him. He rescued me and thousands like me from 'yellow-dog contracts' and the 'American Plan.' He was a liberal, but an honest liberal. He didn't give a lot of phony liberal talk. He produced

liberal action for working people. Teamster members and others may not remember Norris, but we, particularly in Detroit, remember the 'American Plan'. But, not only did he help labor, he helped all people."

Senator Norris was a liberal Republican, born on July 11, 1861. He served in Congress—both the House and the Senate—for 40 years. He was elected to the House of Representatives in 1902 and served until 1912 when he was elected to the Senate. He served in the Senate until 1943.

The "yellow-dog contracts" were part and parcel of the discredited "American Plan" that the giant corporations used for union-busting in the 1930's and earlier. Under this Plan, which was more un-American than American, working people were forced to swear, as a condition of employment, that they would never join the Teamsters or any other labor union.

Senator Norris and Congressman Fiorello LaGuardia, famous as the mayor of New York City, wrote a law that made "yellow-dog contracts" illegal forever.

Another section of the Norris-La-

Guardia Act killed still another powerful weapon the giant corporations used to prevent working people from joining unions. This was the injunction that Judges, complacent or beholden to the corporations, granted the corporations to prevent unionization.

Astounding as it may seem today, corporations obtained anti-labor injunctions that required all workers on a picket line to be able to speak English. Other injunctions denied working people the right of free assembly, forbidding people to sing in groups or to pray on the roadside. This is just a few from a long list.

It took Norris seven long years to get the bill passed in the Senate. LaGuardia fought tooth and nail, and with Norris' prestige and assistance got it through the House in the Great Depression year of 1932.

Former President Herbert Hoover signed the bill into law, but only because Norris and LaGuardia had been able to get two-thirds of all Congressmen and Senators to vote for it. This margin was enough to override Hoover's veto. He had no choice.

Norris is also called the father of the Tennessee Valley Authority and

the rural electrification program. The latter is described by many as the greatest contribution made to farm people in American history.

Norris and House Speaker Sam Rayburn sponsored a rural electrification bill in 1936. It had been created by President Franklin D. Roosevelt a year earlier through the urging of Norris. The Norris-Rayburn Act has taken the drudgery out of farm life, and created an agriculture revolution that has made America far and away the greatest agriculture producer in the world.

The Tennessee Valley, which covers parts of seven southern states, was a highly depressed area prior to the creation of the TVA. It was ravished by floods, erosion, swamps, malaria, and mass poverty.

Senator Norris and young Congressman Lister Hill of Alabama, who is the senior Senator from Alabama, introduced the Norris-Hill bill in 1933, and the TVA became a reality. But that is only part of the story. Norris had fought from the end of World War I until 1932 to prevent Presidents Harding, Coolidge, and Hoover from turning this vast natural resource over to the Ford Motor Company. Twice Congress passed his bill to establish TVA. Both times they were vetoed—once by Coolidge and once by Hoover.

Norris is also credited for the 20th Amendment to the Constitution. This is the "Lame Duck" amendment. He fought for over 10 years to have the new President of United States and newly elected Congressmen and Senators take office in January. Previously, they did not take office until mid-March.

During this two-month period, a defeated President, Congressman or Senator could, and many did, conduct themselves in a manner that assured them of a high-paying job with some big corporation. These sessions became infamous as the "Lame Duck" sessions, and hence the "Lame Duck" Amendment.

Perhaps Norris' greatest achievement occurred while he was a member of the House of Representatives. At that time the House Speaker "Czar" Joe Cannon ruled the House with an iron fist, virtually a dictatorship.

To understate the situation, the powers Cannon controlled were equal to the combined powers of Speaker

Rayburn and the House Rules Committee today. Norris and a small band of similarly tough-minded, liberal Congressmen broke Cannon's little czarism.

The Norris Centennial is the idea of Alex Radin, general manager of the American Public Power Association. Radin explains that the Centennial celebration "would not be a simple memorializing or glorification of Senator Norris. His place in history is secure, and growing as the ideas and institutions he fostered continue to prosper.

"Nor would personal adulation be appropriate to the memory of one who shunned personal popularity to fight persistently, skillfully and bravely for what his wisdom and conscience proclaimed to be right.

Detroit Teamster Is Honored

Veteran Detroit Teamster official Isaac Litwak, president of Local 285, is guest of honor at a testimonial dinner May 6 marking the completion of 35 years of service to the labor movement and the community.

Funds derived from the dinner will go toward the establishment of the Isaac Litwak Youth and Recreation Center in the city of Acre, Israel.

Senator Patrick V. McNamara of Michigan is serving as honorary chairman of the dinner, and Mayor Louis C. Miriani of Detroit is toastmaster. Co-chairmen of the dinner are IBT President James R. Hoffa and Robert Holmes, secretary-treasurer of Teamsters Joint Council 43 in Detroit.



Isaac Litwak

"A Norris Centennial celebration could serve as an inspiring reaffirmation of the need for courage, integrity and intelligence in public policy," suggests Radin.

A national committee has been organized for the Centennial. In addition to Radin, it includes such outstanding Americans as Mrs. Eleanor Roosevelt, Sam Rayburn, Senators Lister Hill and John Sherman Cooper of Kentucky.

In addition to the May conference, the primary objectives of the national committee is to publish a booklet on Norris' career (approximately 10 published books are devoted to his career now), get the Postmaster General to issue a Norris commemorative stamp, and to assist state and local groups plan Centennial observations.

Drivers Receive Safety Awards

One hundred fifty-seven Teamster members at Pierce Freight Lines in Portland, Ore. are celebrating this month a total of 1,162 years of accident free driving, representing the accumulated number of years of commercial driving without mishap that all active Pierce drivers have amassed through the years.

Each of 157 will receive American Trucking Association Safe Driving awards. The ATA gold and silver pins will be presented at a series of company-sponsored husband-and-wife dinners scheduled for key cities on the West coast. General Manager Ed Smith will make the presentations. This will be the largest number of Pierce truckers to receive safety awards in one year.

Drivers C. E. McFadden, Oakland, Calif., and John Clark, Medford, Ore., continue to hold the best safety record in the Pierce System. They survived another year without a scratched fender or broken mirror, making 25 years without accident for each. Two other Pierce drivers, Arthur R. Davis and Sam Steel, have driven 24 and 23 years respectively without accident.

In 1960 Pierce truckers drove 4,493,650 miles, the most in the carrier's 36-year history, yet they reduced the line haul accident rate from .379 accidents per 100,000 miles traveled (in 1959) to .276 per 100,000 miles, according to John Castner, Pierce safety director.

Lettuce Growers' Appeal Denied

Secretary of Labor Arthur J. Goldberg has denied the appeal of 18 Imperial Valley lettuce growers who sought to have him restore authorization to employ Mexican nationals on their ranches.

The Labor Department in late February revoked authorization to employ Mexicans on these ranches because of strikes and picketing endangering their "health and safety." The labor disputes had arisen from union attempts to organize domestic workers in the lettuce fields. All 18 companies are members of the Imperial Valley Farmers Association.

The U. S. Mexico Migrant Labor Agreement, under which Mexican farm workers are brought into this country, states that permission to employ Mexican nationals may be revoked where their employment "would present a menace" to their health or safety.

Goldberg said picketing was now "entirely peaceful" and promises to remain so. Nevertheless, he said he was denying the companies' appeal because of the position taken by the Mexican Government, which had requested that their nationals be removed from the struck fields.

The Secretary added, however, that the situation "warrants further, continuing, and perhaps immediate review by the Mexican Government of what may very properly be considered changed and improved conditions."

ICC Extends Staff Authority

The Interstate Commerce Commission last month announced the delegation of broad authority to the Director of the Bureau of Inquiry and Compliance which will permit him to act for the Commission in instituting civil injunction proceedings in Federal Courts in railroad, oil pipeline, water carrier, and freight forwarder matters.

The Director was delegated similar authority for motor carrier matters, effective February 1. The new delegation is effective May 1, 1961.

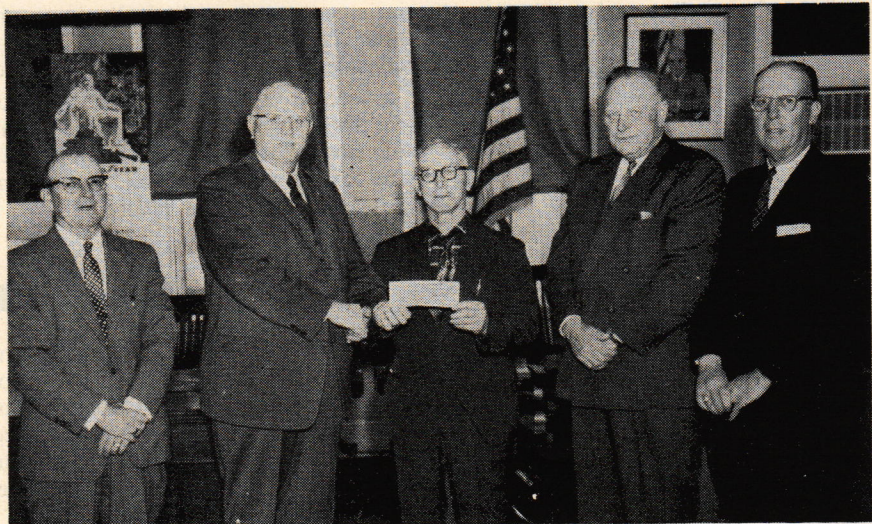
ICC Chairman Everett Hutchinson characterized the delegation of authority as another step in the Commission's program to free itself of duties that can be performed by staff personnel.

Birthday Tribute to Mr. English



General Secretary-Treasurer John F. English was honored last month on his 72nd birthday by International Union staff members. Marie Fitzgerald of the Accounting Department accepts a piece of the huge birthday cake, the shape of large book, from English and his daughter Gertrude. English was honored earlier this year for his 50 years as an officer in the International Brotherhood of Teamsters.

First Pensioner in Hagerstown



In the picture from left to right: Leo Painter, Union Trustee; E. W. Butler, Secretary Treasurer of 992; Albert C. Bricker, Pensioner; Roger Charlton, company trustee; and Harry Masser, company trustee.

First member of Teamsters Local 992, Hagerstown, Md., to go on the local's Freight Division Pension Plan of the Local is Albert C. Bricker, an employee of Accelerated Transport-Pony Express, Inc., who had been with the company for fifteen years. The plan is administered jointly by the employers and the local union, and includes all the major freight companies in the jurisdiction of the local.

E. W. Butler, secretary-treasurer of 992 is the secretary-treasurer of the

plan, and Roger Charlton, vice president of Charlton Bros. Transportation Company, is chairman. Butler is also a board member of Teamsters Joint Council No. 62, Baltimore, Md., and a director of the United Fund for Washington County, Maryland.

In an acutely depressed area — Hagerstown, Md.—when other unions in the area are declining in membership because of wide-spread unemployment, Teamsters 992 has moved steadily ahead in membership.

JC 53 Officers Take Oath



Elected officers of Teamsters Joint Council 53 in Philadelphia were sworn in recently by George Bucher, president of Upholsterers Local 37 (left). From left are: John B. Backhus, president; John L. Smith, vice president; Robert Schell, trustee; James J. Stoltz, secretary-treasurer; Silverius G. Carr, trustee; Charles Pirolli, recording secretary; and Peter P. Schultz, trustee.

Key Witness Is Gunman

The State of North Carolina's key witness in sending eight officers and members of the Textile Workers Union of America to prison was arrested last month and charged with shooting a man in a Virginia motel.

TWUA President William Pollock declared that this development should cause North Carolinians "to ask whether eight union men without any previous criminal records belong behind prison bars solely upon the testimony of Harold E. Aaron."

The influential Raleigh (N.C.) *News and Observer* declared editorially that Aaron's arrest for shooting a man "cannot increase the State's confidence in the righteousness of the conviction."

The editorial also stated that the eight textile workers were sent to jail, charged with a "conspiracy to dynamite," but that "No dynamiting took place."

It pointed out that Aaron, paid "with State funds, helped prepare the alleged plot in order to betray those whom he involved in it. Any verdict of guilt based upon the testimony of a paid informer, who was given money to arrange entrapment, deserves special scrutiny."

Secretary of Commerce Luther Hodges was governor of North Carolina when the textile workers were convicted and sent to jail. He refused clemency for the entrapped textile workers.

North Carolina Governor Terry

Sanford has indicated that the volume of mail and telegrams urging a review or executive clemency for the textile union members has greatly increased in recent weeks. A spokesman said that the Governor is giving "serious consideration" to reopening the case.

Aaron was an undercover operator for the North Carolina State Bureau of Investigation. His testimony put the textile workers in jail. Aaron has a previous criminal record.

'Do-Nothing' Reign Criticized

History will record the last eight years "as the conservative era of do-nothing complacency," Congressman Joseph M. Montoya of New Mexico last month told the 56th Convention of the International Union of Mine, Mill and Smelter Workers.

Addressing the delegates, he said "the term fiscal responsibility" was the concoction of a national administration which used it to block legislation beneficial to the working people and productive of greater goals in our social structure such as education, unemployment compensation, housing and a better deal for our elderly citizens."

He said the term "fiscal responsibility" was "nebulous and meaningless." The record shows that during the 157 years from President Washington to President Truman total national tax receipts were \$570,876,-561,814, while during the eight years

'Freedom Ride' To Test Bias

Freedom Ride, 1961, a dramatic move by the Congress of Racial Equality (CORE) to hasten complete integration of bus service and related public accommodations in the Deep South will get underway this month.

James Farmer, director of CORE, announced that "Freedom Ride will begin in Washington, D. C., on May 2nd and end in New Orleans on May 17. Participants will challenge every form of segregation met by the bus passenger: in the buses themselves, in restaurants and in rest rooms."

Farmer added, "Whites will sit and eat in 'Colored Sections' and Negroes will sit and eat in the 'White Sections'. They will refuse to accept segregation in any form: if need be they will accept threats, violence and jail sentences."

All participants will be selected from a group of volunteers who have been active in nonviolent demonstrations in their own communities. They will then be specially trained for the difficulties they will meet on the journey.

Replacements may be available to take the places of any participants arrested so that some will be able to complete the trip. Women will travel on one bus and men on another.

of the Eisenhower administration the tax receipts were \$624,488,272,231, or a total of nearly \$54 billion more in revenue than the Washington to Truman period.

"All this money was spent by Mr. Eisenhower plus an additional \$23 billion which he added to the public debt," Montoya said. Despite "this exorbitant eight years expenditure, not one solitary recommendation came from the White House for depressed area legislation, for relief of the mining industry, for food and clothing for the children of unemployed miners, for classroom construction in areas where local tax payers were not financially able to provide for these needed facilities . . . for elderly citizens."

Turning to the mining industry, he said its economic decline during the last few years was due to "an unrealistic policy on foreign imports."

Teamster Is Named Multiple Sclerosis 'Father of the Year'

Teamster Arthur Anderson "never dreamed it could happen to him." Multiple Sclerosis was just another disease. It was something he had read about, but in July 1958, at the age of 31, he received a diagnosis from his family doctor telling him he had MS.

Last month Anderson was named "Father of the Year" by the National Multiple Sclerosis Society's chapter in the nation's capital.

Prior to his doctor's diagnosis of MS, Anderson had complained of a gradual feeling of tiredness, numbness in his arms and legs, and his vision seemed occasionally blurred. It was increasingly difficult for him to tie his shoes, pick up a pencil and read newspapers.

The symptoms were temporary at first, but gradually he noticed "they were not going away so fast." He decided to consult a doctor, only to learn that he was a victim of MS—the greatest crippler of young adults, a true medical mystery.

Anderson was then a member of Teamsters Local 67 in Washington, D. C., and employed as a driver for Premium Distributors, Inc., Miller's High Life Beer. For a time, he was able to keep his job. As he says, "it was the best job I ever had," and the "finest group of people for whom I ever worked." However, MS took its toll. Finally, upon confinement to a wheelchair, he was unable to continue his job.

At the time of his forced retirement Teamsters Local 67 and his employer, William H. Gibson, knew that a family of five could not exist without the security of a regular pay check. Teamsters and the employer got together and made a decision which was to tide the family over a long two and one-half year period.

Teamster members and Gibson each week made up a check for the family. Without their help, the Andersons could not have kept going. As of January of this year Arthur asked them to discontinue the check. He is now able to support his family with his Social Security and Veterans payments.

Carolyn and Mrs. Anderson share Mr. Anderson's pleasure at being asked to serve as MS "Father of the Year" for the Washington, D. C. Area Chapter of the Multiple Sclerosis Society. Three year old Debbie momentarily withholds approval.



Although he is no longer able to actively pursue his favorite sports, hunting and fishing, he is now engaged in a new hobby—making fishing lures. He avidly follows the baseball and football seasons—and is quite an authority on all sporting events. One of his regular pastimes is reading, and he is currently fascinated by everything he can find on the Civil War.

Twice a week Mrs. Anderson takes him to the Montgomery Society for Crippled Children and Adults in Rockville, where he receives physical

therapy treatments. His three daughters eagerly await the visit from his occupational therapist, every third week, to see what new wonders she will produce from her magic bag.

He is dedicated toward devoting his energies to other MS patients, which makes him a natural for the recent "Father of the Year" honor bestowed upon him.

Fortunately the Andersons face the serious problems which come from MS with great determination. They are not easily discouraged and theirs is a family which helps one another.

Michigan Driver Paid High Honor

Michigan Governor John Swainson and more than 300 other Michigan officials and businessmen honored Teamster Chester Rhoads last month as Michigan's "Driver of the Year."

Rhoads has been driving trucks for 32 years, and has been a member of Teamsters Local 299 for the vast majority of those years. He has driven over 1,000,000 miles without a single chargeable accident.

For the past 21-years, Rhoads has worked for Inter-City Trucking Service Company, and last year was honored by the company for 21-years of driving without a single accident.

Rhoads was asked what truck ac-

cessory has contributed most, in your opinion, to safe driving?

"The turn signals," he replied. "There's no doubt in mind. Of course you still have to look. If you put on your signals half a block or more before you want to turn, the guy following has a chance to prepare for your turn."

The Michigan Legislature took advantage of the occasion honoring Rhoads to pass a special resolution praising him. The Detroit News' Sunday Pictorial Magazine interviewed the 61-year old Rhoads about his phenomenal safety record for future publication.

Constellation Becomes National Shrine

THE NATION'S oldest and most historic warship, the frigate *Constellation*, still gives haven to the spirits of some of our greatest naval heroes.

The ancient vessel, built in 1797, is still afloat in Baltimore Harbor, and is being restored by a committee of citizens interested in preserving it as a national shrine.

The *Constellation* was the first commissioned ship of the U. S. Navy. It put to sea on June 26, 1798, under the command of Capt. Thomas Truxton. In the ensuing 163 years, it has fought against pirates in the Caribbean, against slave runners in the Atlantic, in the War of 1812 and the Civil War. And during World War II, President Roosevelt named the old warrior as flagship of the Atlantic Fleet.

On Feb. 1, 1800, the Yankee racehorse tested her full strength against the French 60-gunned giant, *La Vengeance*. The battle raged yard-arm to yard-arm as both ships ran through the night. The *La Vengeance*, after striking her colors which were unnoticed in the dark, ran free, damaged with five feet of water in her hold, and made for port with over 100 dead or dying aboard.

The year 1802 found the *Constellation* in action against the Barbary Pirates. Running along the coast of Tripoli, she swept enemy units from the Mediterranean beaches and successfully evacuated the U. S. Marines after the storming of Derna.

During the War of 1812, the *Constellation* was blockaded at Norfolk, but again she fought and defeated an invasion force of the British squadron that attempted to take Norfolk. The enemy lost 400 men and eight boats; the *Constellation* did not have a casualty.

In 1815 the peace of Ghent set her free and she was sent again to the Mediterranean to fight the Algerians. Her successful broadsides against the frigate *Mashuda* resulted in the capture of the Algerian flagship in 30 minutes.

From 1817 to 1828, the *Constellation*, as flagship, was engaged in clearing the Caribbean of pirates, including the famous Jean Lafitte.

On May 21, 1861, the *Constellation*

made the first capture of the War between the States—the brig *Triton* of Charleston. During the war, the *Constellation* operated against the Confederate commerce destroyers in both the Mediterranean and the Gulf of Mexico.

From 1866 to 1868, the old ship was used for training and receiving

to be restored, but insufficient funds made the task impossible. By 1953, the old ship, plagued by rot, was considered a fire hazard, and Congress decided to scuttle her. But a Baltimore Committee asked that she be sent home to be restored as a National Historic Shrine.

As of this date, the old ship has



Constellation's "twin sister": The Constitution.

at Norfolk. From 1871 to 1893, she was a training ship and gunnery practice ship at the U. S. Naval Academy, at Annapolis, training future Naval officers. From 1895 until 1940, the now ancient ship trained thousands of sailors at Newport Naval Station.

But her active days were not over. After President Roosevelt named her as flagship of the Atlantic Fleet during World War II, from her decks came the messages and plans that destroyed the Nazi undersea fleets in the Atlantic.

In 1947 she was towed to Boston

again become a creditable, living symbol. She has been replanked and her masts are being reconstructed. Thus far, donations for her restoration have been received from sailors of the U. S. Navy, labor unions and school children. Funds are being raised through the sale of copper coins actually made from old copper spikes removed from the *Constellation* during the repairs.

Anyone wishing to make a donation toward restoration of the *Constellation* may send it to: *Constellation*, Baltimore, Maryland.

WHAT'S NEW?

Light-Weight Pallet Holds 10,000 Pounds

A new throw-away, light-weight pallet that weighs only three or four pounds can support up to 10,000 pounds. This ingenious pallet made of corrugated paper is much cheaper than conventional wooden styles. Constructed in one piece, the pallet can be shipped and stored in flat sheet form.

Motorized Pry-Bar Moves 7-Ton Loads

With a new electric-powered pry-bar that slips under a loaded skid, one man can move up to 7-ton cargo loads. Fleetmen will find that this 110-pound motorized unit saves time and cost in terminal or warehousing operations. It is also adaptable and convenient for shifting heavy cargo in trailers.

Body Fastening Method Uses Hand Tool, Rivets

Metals from 1/50 to 5/8 inch thick can be fastened with a hand riveter and "Pop" rivets. This new body fastening method employs an easy-to-use tool that operates like a pair of pliers. The rivets are said to hold as well as welds, bolts and nuts or screws.

Trailer Axle Saves 50 Pounds of Weight

Although fifty pound lighter than the conventional models, a new trailer axle built of a special steel equals former models in both strength and price. Its new self-contained brake has permanent oil seals on the camshaft for longer intervals between servicing.

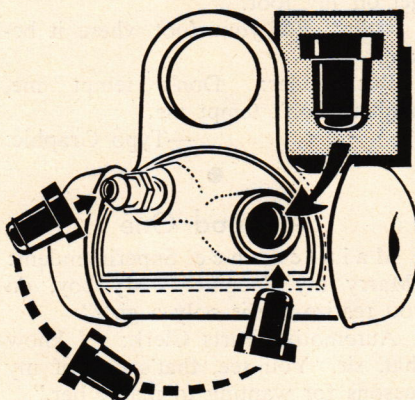
Greater Stability with Front Shock Springs

A Minnesota firm is marketing a line of front shock springs which, it is claimed, provide greater car stability and positive steering control. No special tools are required for the installation of the springs that is made over your present good front shocks.

Reefer Liner Panels Of Treated Plywood

A fiberglass reinforced plastic surface strengthens a new line of reefer liner panels made of plywood. Among the advantages listed for these panels are the claims that they have high durability under impact or abrasion, are odor free and outlast untreated plywood panels by four or six to one.

Dust Cap-Protector Keeps Cylinder Clean



A large producer of wheel cylinders is incorporating a bleeder screw dust cap with an internal thread protector on its line. This unit made of molded rubber is designed to keep dirt and grease out of the cylinder.

Splash Guard Assembly Cuts Down on Repairs

Both appearance and operation are improved by the installation of a new fender splash guard assembly developed in Wisconsin. According to the manufacturer, maintenance time for cleaning and painting of the trailer is cutdown markedly because the guard reduces the amount of mud, dirt and stones thrown against the trailer as well as vehicles traveling behind.

Efficient Cleaner For Transmission Parts

A wide range of container sizes are offered in a parts cleaner made especially for automatic transmission parts. Although safe for aluminum and die-cast parts, the cleaner is said to do a thorough job of cleaning. Container sizes from 6 to 55 gallons include a 16 gallon size complete with dip bucket.

Hydraulic Retarder Checks Vehicle Speed

A compact unit which holds heavy equipment to safe speeds on highways, mountain roads and in off-highway operations is being presented from Chicago. It is a hydraulic speed retarder designed for installation in the drive line of heavy vehicles between the transmission and rear. The retarder consists of a power absorption unit, a heat exchanger and controls.

Patching Compound For Chuck Holes

A Cleveland firm is placing on the market a material for patching chuck holes that is said to give a permanent surface for driving and parking areas. This product needs no mixing before use and, since it can be applied in 15 degree F. temperatures or when the pavement is wet, it makes possible immediate patching of dangerous "pot-holes."

Repair Kit for Bus Step Offered

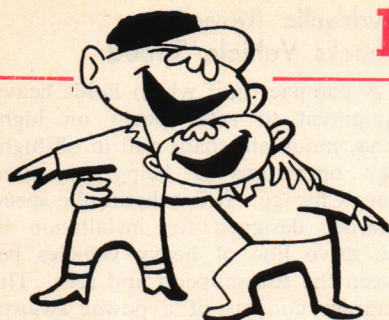
A Connecticut manufacturer is offering a repair kit for bus step treads that contains a new plastic sealer. This sealer is trowelled or brushed on, thus eliminating the need for "tacked-on" step coverings. The surface that is thus formed resists wear, extremes of temperature, moisture and most common chemicals. The firm is also offering a surface abrasive which, when applied directly over the sealer before it hardens, renders the surface non-skidding.

Versatile Efficiency Of Hydraulic Oil

Regardless of operating conditions, says a Texas corporation, their new hydraulic oil will help fleet operators maintain peak performance. They say it maintains the right viscosity over a wide temperature range, has high film strength and resists heat, oxidation and foaming.

Towline Truck Bumper Pressure Sensitive

Designed for the accumulation and safety of towline trucks is a new towline truck bumper that is pressure sensitized. It will automatically release the tow pin and apply the brakes on contact with any obstruction, then re-engage towline on release.



LAUGH LOAD

Bless You Child

One blistering hot day when they had guests for dinner, a mother asked her four-year-old son to say grace before the meal.

"But I don't know what to say," the boy explained.

"Oh, just say what you hear me say," the mother replied.

Obediently, the boy bowed his head and murmured: "O Lord, why did I invite those people here on a hot day like this?"

Too Generous

The doctor put his arm gently around the husband's shoulder and said:

"I'm sorry to have to tell you this, old man, but your wife's mind is completely gone."

"I'm not a bit surprised," the husband replied. "She's been giving me a piece of it every day for the past 22 years."

After Thought

A Japanese student, who was attending an American university, wrote his father in Tokyo about his new school. "An American university," he wrote, "is a vast athletic institution where, fortunately, some studies are maintained for the benefit of the feeble-bodied."

Shaggy Fish Story

The motor freight driver was tooling his big rig along the highway when he saw an old man out in the middle of a dry field with a fishing rod. Scratching his head the driver moved on down the highway until he reached the next house. He asked the neighbor about the old man.

"Did you know that your neighbor is out in the middle of a dry field with his fishing rod?"

"Yep," came the reply.

"Well, what are you going to do about it?" the truck driver inquired.

"I'm going to crank up my motor boat and go join him."

You Name It

Doctor: To settle your stomach drink a glass of hot water every morning.

Terminal Manager: I've been doing that for years, Doc. My wife calls it coffee.

Be Careful Please

Bus Rider: Madam, will you please get off my foot?

Lady: Put your foot where it belongs.

Bus Rider: Don't tempt me, madam, don't tempt me.

—Typo Graphic.

A Good One

Maintenance Superintendent: "Marry my daughter? My boy, do you realize she is only a girl?"

Automotive Parts Clerk: "I know that, sir. You see, that's one of my reasons for wanting to marry her."

Please Oblige

The meek little man approached a policeman on the street corner.

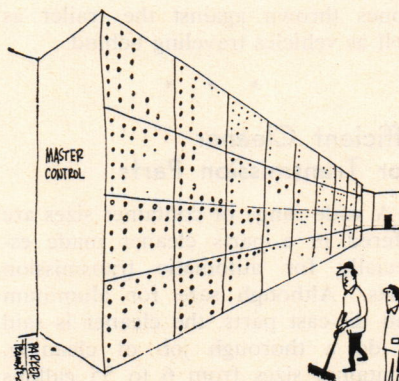
"Excuse me, officer," he said, "but I've been waiting here for my wife for over an hour. Would you be kind enough to order me to move on?"

Some Comfort

Mrs. O'Leary—Shure and I'm sorry to hear your husband passed away. What did he die of?

Mrs. Murphy—"Twas gangreen.

Mrs. O'Leary—Praise the saints for the color, anyway.



"They must be increasing production . . . the hum is louder."

What, Indeed!

He: "Always wishing for something you don't have."

She (logical as usual): "What else is there to wish for?"

Some Complaint

"I wish to make a complaint," said a man to a Post Office official. "For some time I have been receiving disagreeable and threatening letters through the mail. How can I stop it?"

"I think we can help you," replied the official. "That sort of thing is forbidden, you know."

"Oh, good," replied the man.

"Have you any idea where these letters come from?" the official asked. "Do you know who sends them?"

"Oh, yes," answered the complainant. "They all come from the income tax collector."

Glory Be!

Stenographer (to a window cleaner)—Do you see many strange sights?

Window Cleaner—And how! I just saw an office on the fourth floor where everybody's working!

Nothing Much

Two Madison Avenue advertising men were chatting over a liquid lunch. Seems an acquaintance of theirs from the ad world had just gone to that Great Big Agency in the Sky. One said:

"Did you hear about George Smith? He died last night!"

"Good Lord," said the other, "what did he have?"

"Nothing much," said the first guy, "just a small toothpaste account and a beer client—nothing much worth going after."

Eye to Thrift

In a cafe, two men were overheard discussing automobiles.

"Yes, sir," said one, "I believe the best economy is to trade every two years. That's what I have done. And do you know," he continued proudly, "I haven't missed a payment in 14 years!"

Quite Right

"Why do you have an apple as your trade-mark?" asked a client of his tailor.

"Well," replied the tailor, rubbing his hands, "if it hadn't been for an apple, where would the clothing business be today?"

FIFTY YEARS AGO

in Our Magazine



(From the April, 1911, issue of *The Teamster*)

The Character Builders

President Tobin in his monthly editorials put in a plug to raise the salaries of the nation's school teachers, a request that has often been made down through the years and just as often denied.

He described the work of the school teacher as "hard and nerve-racking." President Tobin reminded our readers that teachers not only teach our children to read and write, but they help to establish and build up the characters of the coming generations, and the average wages paid the school teachers is precious little compensation for this great work.

"They receive from four hundred to six hundred dollars per year for work that is perhaps the most important that can be performed and the nature of which influences every home," Tobin said.

To rectify these conditions, President Tobin urged the nation's teachers to take the bull by the horns just as America's craftsmen of every persuasion were even then doing and "organize into a solid organization."

President Tobin's suggestion to organize was adopted years later when the American Federation of Teachers was founded to protest the welfare of American school teachers. Today the organization has over 50,000 members in nearly 500 locals throughout the U. S.

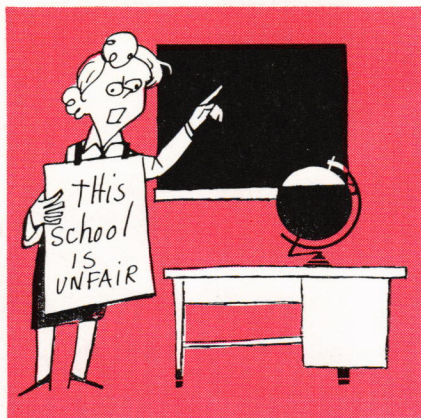
Hat in the Ring

An article reprinted from the *Button Workers* magazine tells of the very considerable progress and encouraging results that have been the result of organized labor's entrance into politics.

It was in 1906 that labor felt its position strong and influential enough to "throw its hat in the ring." That year its first venture into politics was successful when it secured the election of six congressmen. All six were card carrying members of trade unions. In 1908 organized labor added to the list of its supporters in Congress when it elected four more card carrying members to Congress and reelected all its friends from the 1906 campaign for another two years.

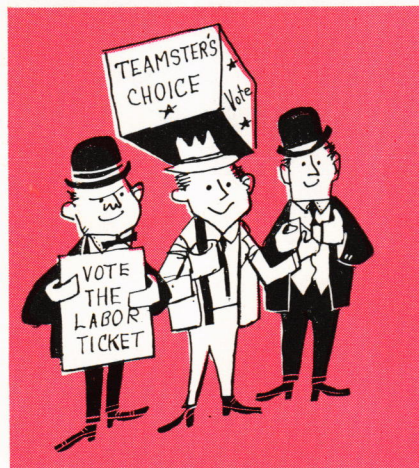
Again in 1910 organized labor received even larger dividends for its political efforts when it increased by 50 percent its widening circle of friends in Congress.

In the elections that year 15 additional



friends of labor, again all card carrying members, were added to Congressional rolls. These men represented the mine workers union, printing trades, the textile industry, the railroads and even the musicians union. Eleven of those elected were members of the Democratic party, three were Republicans, and there was one Socialist Party member.

The addition of these men friendly to labor in the halls of Congress was probably the greatest single reason for the survival of organized labor in its founding days. Even then there were many members of organized labor who thought labor should stay out of politics, but the thoughtful leadership of men like our own President Tobin felt that the best way to keep their heads above water in those precarious founding days was to get the approval and the backing of the men in Congress who were writing the laws that could be used to either make or break those early attempts at organ-



izing the unorganized. These decisions to enter into politics have since proven to have been well made.

Get in on a Good Thing

An eloquent and persuasive article in defense of trade unionism that appeared in our May, 1911, *Journal* is so reasonable and well thought out that we have reprinted excerpts of it below. We know that none of our readers need convincing about the benefits of trade unions, but this might help bring some of your skeptical friends around to our way of thinking. The article follows:

At the close of the War Between the States the work of the union began again and has continued down to the present day. Has it destroyed our republic? Has it made us the prey of other nations of the world? By no means. But just the opposite is true. The unions of America have secured the shortest hours of labor anywhere in the world. The unions of America have established the highest pay received by any workman in the world. Has it destroyed us? Has it injured our nation? No; but, as the result, our nation has captured the markets of the world, due to this very industrial condition that the unions have established.

If you please, the advancement of a nation depends upon dear men and dear women—economically dear, for, if cheap men and cheap women—economically cheap—would bring a high civilization and establish grand nations, China and India would long since have led the world. This has been the past work of our unions, and our demands today are as ever, forward, forward, march on, right on.

The enemies of the movement say that we interfere with workingmen to prevent them from securing work and improved conditions. This is absolutely untrue. We spend thousands of dollars every year in organizing the unorganized, and the union is open to every bona fide working man of his trade to become a member. We appeal especially to the non-union men and the men outside of our organization. The benefits that the unions have brought have been reaped by you as well as by our members, and we appeal to you to come with us and join this grand army of men and women that are marching on to industrial emancipation.

Write-
**URGE CONGRESS
TO PASS...S.1197**

FIGHT MONOPOLY

**ICC UNFAIRLY
FAVORS
RAILROADS**



Write your Senators urging support of S. 1197—write your Representative urging support of H. R. 5937. Both are bills which would help protect your job!